



5500

106

33000

5500

583000 1

106

3498000

583000

61798000 2

106

370788000

61798000

6550588000 3

106

39369528000

6550788000

694362928000 4

Journal of a Voyage to the Arctic Ocean
and Around the World on board the American
whaleship Montreal of New Bedford
Frederic L. Fish. Master in the year

1850, 51, 52, and 53

continued

Gardick Steward

1852 In the South Pacific Ocean

Wednesday Feb. 11th Began with fresh breeze from the Eastward steering N. N. E. at 6 P. M. raised land 3 points on our starboard bow supposed to be Macauley's island, also raised three ships near to each other gaining to all appearance, at sunset took in sail, at 11 P. M. our ship heading S. at daylight made sail and our ship again head to the Northward, toward the land, also saw 4 ships on our weather bow

Lat. by Obs. 30° 34' S.
Long. " Chron 177° 50' W.

Thursday Feb. 12th Began with fine weather and a good breeze from the Eastward running toward Goat Island, three of the ships came down to us and proved to be the Ulacas of New Bedford, the Corn. Morris of Falmouth and the Benjamin Rush of Warren. At sunset took in sail and our ship heading off the land, middle part wind the same, at daylight made sail, 6 ships in sight, remainder of the day good breeze from E. S. E. heading S. by W.

Lat. by Obs. 30° 40' S.
Long. " Chron. 178° 35' W.

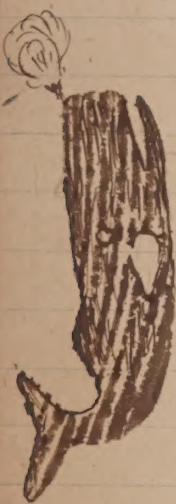
Friday Feb. 13th Began with fine weather and moderate breeze from E. S. E. heading S. by W. at 6 P. M. French Rock in sight two points on our lee bow 25 miles distant at sunset took in sail, middle part almost calm, at day light made sail, after part heading N.

Lat. by Obs. 31° 28' S.
Long. " Chron 178° 29' W.

1852

Cruising off the French Rocks

Saturday Feb 14th Began with fine weather and a good breeze from the Eastward heading to the Northward. At 4 P.M. just as the watch was called, the joyful cry was heard from mast head "there she blows" sperm whale. As soon as we had sufficiently neared them all 4 boats were lowered, springing with might and main for the prize before them. In a short time the 2nd mate struck, and the mate also fastened to his soo afterwards killing him in a brief period. At 6 P.M. we had him securely alongside, the topsails were doubled reefed and the watch set for the night. At the first appearance of day light all hands were called and we commenced cutting farther with. At 8 A.M. we were startled with the shock of an earthquake. We experienced a very severe one at Guam in Jan'y. 1849 one of the Ladron Islands which would have levelled to the dust any modern city of the habitable globe and during our stay there we experienced from 80 to 100 minor shocks so that we became quite a judge in such matters. At the instant the tremulous motion of the ship began we were fully aware of its nature, the same quick lateral vibrations, attended with the same dull, heavy confined mutterings beneath our feet, only in a far less degree. There is a volcano now in operation at San Iland about 150 miles from us, and we have no doubt the shock felt this morning was in some measure connected with it. It lasted about 30 seconds and passed away, at 8.30 A.M. finished cutting in our whale, when we made sail and braced forward standing to the Northward.



Lat. by Ob. 31° 40'
 Long. " Acc't. 178° 45'

1852 Cruising off the French Rocks

Sunday Feb. 15th Began with fine weather and a good breeze from the Eastward heading to the Southward, cleared away the head and started the work. This afternoon spoke the *Myrina* of New Bedford, 26 months out 500 barrels of sperm, middle part fresh breeze from the Eastward heading to the Southward, after part wore ship heading to the Northward, the crew employed in boiling. the *Myrina* still in sight.

Lat. by Obs. 32° 09' S.
Long. Chron 178° 47' W.

Monday Feb. 16th Began with fresh breeze from the Eastward heading N. by E. still employed in boiling the *Myrina* on our larboard quarter 4 miles distant at 7 P. M. finished boiling and coiled down the work, also shortened sail, middle part wind hauly to N. W. & wore ship heading to the Eastward, at daylight made sail, after part wind the same with occasional fog squally.

Lat. by Obs. 32° 06' S.
Long. Chron 178° 4' W.

Tuesday Feb. 17th Began with fine weather and moderate breeze from N. N. E. heading E. by S. the water employed in coopersing our oil, also stowed it down between decks. being a little rising of 50 barrels, middle part wind hauly to N. heading E. by N. after part fog squally and wind from the same quarter the ship heading E. by N.

Lat. by Obs. 31° 56' S.
Long. Chron 176° 14' W.

1852 In the South Pacific Ocean

Wednesday Feb 18th Begin with good weather and fresh breeze from the Northward heading E. by N. during the afternoon the wind haul gradually to N. N. W. and the ship come up to N. E. by N. the wind also freshening middle part moderate breeze from the Northward, after part die away to a calm, then breezy up again from the same quarter

Distance to Horatongo
1055 miles N. E. $\frac{1}{2}$ E.

Lat. by Obs. 30° 17' S
Long. " Chron. 174° 15' W

Thursday Feb 19th Begin with foggy weather and strong breeze from S. E. heading N. E. by E. At 6 P.M. heavy squally from S. E. took in topgallant sails, flying jib, jib and mainsail, also double reefed the topsails middle and after parts the same

Distance to Horatongo
927 miles N. E. $\frac{1}{2}$ E.

Lat. by Obs. 29° 5' S
Long. " Chron 172° 8' W

Friday Feb 20th Begin with almost a gale of wind from S. E. heading N. E. by E. set jib and main sail during the afternoon moderate a little shook on reef of the topsails, also saw a sail astern of us running off about 4 points fore, middle and after parts light baffling air from N. N. E. to E.

Distance to Horatongo
868 miles N. E. $\frac{1}{4}$ E. 2° 50' E

Lat. by Obs. 28° 36' S
Long. " Chron 170° 55' W

Saturday Feb 21st Begin with light air from E. N. E. heading S. E. middle and after parts light air from various parts of the compass, course E. N. E. the crew employed in setting up shacks, the cooper sick

Distance to Horatongo
849 miles N. E. 1° E

Lat. by Obs 28° 37' S
Long. " Chron 169° 59' W

Bound to the Arctic - Polar Sea

Sunday Feby 22nd Begin with a light breeze from N.N.W. steering E.N.E. during the afternoon the wind hauls to the Westward, set studding sail aloft and aloft, middle and after party light wind from N.N.W. to N. steering E.N.E. at sunrise reeved two sail on each bow as far as could be seen, before 12 O'clock the hulls of both ships could be seen from off deck & we had gained on them so rapidly, altho' the wind was light
Distance to Boratongo
728 miles N.E. $\frac{1}{4}$ N.

Lat. by Obs. 28° 17' S

Long. " Chron. 168° 18' W.

Monday Feby 23rd Begin with light air from N.N.W. steering E.N.E. the ships we reeved this morning proved to be the Jefferson and Hannibal both of New London, nothing since leaving port. the latter vessel has not been beaten before this voyage, middle and after party light air and calm,
Lat. by Obs. 28° 13' S

Long. " Chron 167° 41' W.

Tuesday Feby 24th Begin with a calm the Hannibal and Jefferson in our quarter about $\frac{1}{2}$ a mile distant, middle and after party wind varied only by copious rain showers,
Lat. by Acct. 27° 29' S

Long. " D^o 167° 15' W

Wednesday Feby 25th Begin with calm and heavy rain showers, the two ships still in our weather quarter all we want now is a breeze and we shall soon part company, but as we are in the high latitude it is almost impossible to say when we are going to have an middle and after party light air from N. to E.

Lat. by Obs. 27° 25' S

Long. " Chron 165° 40' W

1852 In the South Pacific Ocean

Thursday Feb 26th Began with light breeze from the Northward the 2 ships ahead of us one 5 the other 10 miles breeze up during the afternoon, at 6 P.M. passed the Jefferson to windward of her and kept on after the Hannibal she however soon understood the play and finding that we were rapidly gaining on her kept off, actually bolting. At 1/2 past 9 A.M. the Jefferson was out of sight from mast head astern, remainder of the day breeze moderate

Distance to Koratongo
418 miles N. 1/2 E

Lat. by Ob. 28° 05' S
Long. " Chron 162° 34' W

Friday Feb 27th Began with moderate breeze from N. heading E. N. E. middle part almost calm at daylight saw a sail astern of us have no doubt that it was the Hannibal and that we passed her during the night. After part light air from N. N. E heading E. by S.

Distance to Koratongo
427 miles N. 8° 16' E

Lat. by Ob. 28° 03' S
Long. " Chron 161° 4' W

Saturday Feb 28th Began with light air from the Northward heading E. by N. at 6 P.M. took ship heading W. N. W. the wind very light middle and after part calm.

Lat. by Ob. 27° 55' S
Long. " Chron 160° 56' W

Sunday Feb 29th Began with a calm at 6 P.M. a breeze sprang up from the S. with every prospect of having a good breeze before morning, squared the yards immediately steering N. by E. also set fore topmast and maintopgallant studding sails, in an

Bound to the Arctic or Polar Sea

hour was compelled to take them in again, middle and after parts almost a dead calm, also raised a sail this morning from aloft as far as the eye could reach

Lat by Ob. 27° 57' S
Long. Chron. 160° 56' W

Monday March 1st Began with a dead calm having made but 4 miles the last 24 hours, at 3 P.M. a light breeze springs up from S.E. steering N. set studding sails again. at 7 P.M. wind came out N.E. took in studding sails heading N. N. W. middle and after parts wind light from N.E. heading N. N. W. this morning saw the same sail raised yesterday on our lee quarter a long distance

Lat. by Ob. 27° 03' S
Long. Chron. 161° 11' W

Tuesday March 2^d Began with moderate breeze from the Eastward heading N. during the afternoon freshen a little, middle and after parts moderate breeze from E. N. E. ship heading N. and N. by W the crew employed in overhauling our potatoes
Distance to Penatango
271 miles N. by E.

Lat. by Ob. 25° 31' S
Long. Chron. 161° 1' W

Wednesday March 3^d Began with moderate breeze from the Eastward the ship heading N. during the afternoon the ship heaved her course N. by E. set topmast and topgallant studding sails, middle part fresh breeze from the Eastward steering N. by E. after part wind and course the same the watch employed in picking over our potatoes
Distance to Penatango
155 miles N. by E.

Lat. by Ob. 23° 43' S
Long. Chron. 160° 31' W

1852

Off the Island of Koratonga

Thursday March 4th Began with fine weather and strong breeze from the Eastward steering N. by E at 6 P.M. took in main royal, middle part strong breeze and very heavy squalls from the Eastward took in top gallant sail, mainsail, flying jib and reefed the mizen topsail, at $\frac{1}{2}$ past 8 A.M. raised the anchor from mast head 4 points in the weather bore also a ship in our weather beam, immediately luffed up for the land with every prospect of falling to leeward, this was occasioned by our chronometer being 15 miles out of the way, throwing us just so much to leeward, after part standing in toward the land

Lat. by Ob. $21^{\circ} 23' S$
 Long. .. Chron $160^{\circ} 9' W$

Friday March 5th Began with fine weather and a good breeze from the Eastward running along to leeward of the island, also raised a Bark off the North end of the island standing in toward the land at 3 P.M. tacked ship and stood in to the land at 6 tacked again and stood off, intending to stand off and on during the night, and at early dawn proceed on shore and after procuring what supplies we wanted, leave the same day for the Arctic. This island presents a beautiful appearance, clothed with verdure from the summit of her lofty mountains to the water's edge, the vallies teeming with all the luxuriant fruit of a tropical climate, the breeze from the shore laden with the odour of the pine the orange the banana and a great variety of other fruits, almost fascinates the senses. It is indeed a most charming island one of the most beautiful in the Pacific, and as fruitful as it is pleasing to

Off the Island of Rorotongo

the eye, middle part moderate breeze, laying off and on the island at an early hour took breakfast and the Captain proceeded on shore to open trade, during the forenoon three boats laden with fruit came on board, consisting of oranges, bananas, living pine apples, cocoa nuts, melons &c. The pine apples were not as numerous as usual the first crop having passed off and the second just coming on.

Rorotongo 20 miles distant bearing N. E.
Lat. 21° 10' S. Long. 160° 00' W.



Friday March 5th (Altered Time) Beginning with pleasant weather and finally laying off and on the island, during the afternoon two men boat loads came off, also the Captain who brought with him two Kanakas, one of whom jumped into the boat just as she was coming through the reef. What could have possessed this native to leave the island we are at a loss to conjecture, for if there is a paradise on earth a perfect garden of Eden this is the spot, no island in the broad Pacific can compare with it for beauty and fertility, or in the healthy, cleanly, contented appearance of the natives, their houses generally are built of stone, whitewashed and partitioned off into several apartments, a thing unusual for the islanders in the Pacific. They are comfortably clad and speak the English language fluently, the women are very good looking, their burial place consists of vaults arched over with stone, the island itself producing spontaneously

1852

Off the Island of Whytootackie

more than sufficient for 5 times the number of inhabitants and is one of the most delightful places the mind can well conceive of. At 4 P.M. we bore forward steering N. N. W. and bade adieu to this enchanting island. The bark laying off and on with us belonged to the missionary society of London, middle part fine breeze steering full and by, after part wind the same steering N. At half past 11 A.M. regained the land $2\frac{1}{2}$ on our lee bow kept her off for it

Lat. by Ob. $19^{\circ}00' S$
 Long. " Chron. $159^{\circ}52' W$

Saturday March 6th Begins with fine weather and a good breeze from the Eastward steering N. N. W. directly for the island. At 4 P.M. the mate lowered and started for the island for the purpose of trading. In an hour after the Captain lowered and went in. This is another beautiful island equal in fertility and appearance to Freetown, altho' the natives perhaps are not quite so refined as at the former place. At sunset the boat came off laden with fine apples and muscovy ducks, also a shore boat loaded with the same. the ducks are the largest and finest we ever saw and in great abundance.

View of Whytootackie bearing N. N. W distant 15 miles



At 7 P.M. boreed forward and stood on heading N. by W. the breeze gradually moderating, middle and after part, die away to a calm

Lat. by Ob. $18^{\circ}15' S$
 Long. " Chron $159^{\circ}51' W$

In the South Pacific Ocean

Sunday March 7th Began with excessively hot weather and a dead calm, during the afternoon a light breeze springs up from the Southward set studding sail, steering N. a sail in sight from aloft a long distance off, middle and after part, wind and course the same

Lat. by Obs. 17° 15' S.
Long. Chron 159° 44' W.

Monday March 8th Began with fine weather and light winds from the Southward steering N. with studding sail set aloft and aloft, the sail above mentioned then points on our weather quarter 15 miles off steering the same course we are. At 7 P.M. the wind comes out N. N. W. ship heading N. E. middle and after part squally, wind light from N. N. W.

Lat. by Obs. 16° 25' S.
Long. Chron 159° 25' W.

Tuesday March 9th Began with calm weather and light winds from N. N. W. heading N. E. during the afternoon the breeze freshens, at 6 the ship heads N. by W. middle part knows her off to N. E. after part the same, the ship in sight eastern 10 miles off.

Lat. by Obs. 15° 28' S.
Long. Chron 157° 28' W.

Wednesday March 10th Began with moderate breezes from N. N. W. heading N. E. the ship astern in sight from mast head, middle part tight air from all parts of the compass veering ship repeatedly, at daylight a light breeze from N. E. heading N. N. W. remainder of the day wind the same

Lat. by Obs. 14° 34' S.
Long. Chron 158° 34' W.

1852 In the South Pacific Ocean

Thursday March 11th Began with moderate breeze from N. E. heading N. N. W. the ship still in sight from mast head during the night in light wind she came up to us but during the day when the breeze freshens we run directly away from her. at 8 P. M. the wind hauls to E. S. E. set main top gallant and foretopmast studding sails, steering N after part squally wind hauls to N. E. ship heading N. N. W.

Lat. by Obs. 11° 51' S
Long. .. Chron. 157° 15' W

Friday March 12th Began with very squally weather from N. E. attended with rain, the ship which has been our daily companion for several days past, no where to be seen, we have run her out of sight in the fresh breeze last night and to day. Our cooper also begins to gain a little, being able now to go to work a little about deck. Middle part moderate breezes from N. E. heading N. N. W. after part the same

Lat. by Obs. 9° 53' S
Long. .. Chron 158° 28' W

Saturday March 13th Began with moderate breeze from N. E. heading N. N. W. at 1/2 past 1 P. M. the 4th mate at the mast head at the main saw white water several times 5 miles off apparently breaching and immediately gave the alarm, in half an hour more they proved to be sperm whales, a great number of them going very fast to the northwest the wind also died away from a 6 to a 2 knot breeze, and it soon became evident that if there was any chance at all to strike it would be by hand pulling, as the ship could never get there without more wind. Our boats were accordingly lowered and dashed off for them at full speed, and to add to our trouble and tribulation the wind

Bound to the Arctic or Polar Sea



kept veering and hauling, baffling about in every direction, whenever we tacked ship it knocked us off 3 or 4 points and worst of all, in about an hour and an half, just as the boats were about going in the whale, quite a heavy squall of wind and rain came up drenching them to the skin and starting the whale afresh. When the weather cleared up the boats were out of sight from mast head which was a new source of trouble to us. As we did not know but the boats might have fastened and the whale started off in a contrary direction, or that some of them were stove and the crew in great peril, all way anxiety and conjecture and every eye was strained in every direction to catch a solitary glimpse of either of the boats. We looked and looked in vain until nearly sunset when two boats sails could be seen as far as the eye could reach but nothing could be seen of the other two, we tacked ship to let them know they were discovered from the ship and as soon as it became dark a light was set at the end of the flying jib boom, another at the mizen peak and a third in the fore rigging and the bearing of the two boats taken by compass that we might endeavor to beat up to them. An hour after dark a boat ~~was~~ lantern was observed about a mile off and at 9 o'clock they were all alongside with one sperm whale cow of about 25 barrels, the mate having fastened and killed his whale before either of the boats could get up to him out of sight from the ship. After having secured the whale alongside, boats crew watches were set for the night and the ship laid with her fore yard aback, at daylight commenced cutting in, at 7 A.M. single made sail braced forward and stood on with a light breeze from E.N.E. heading N. after part wind the same our companion that same old ship again in sight, having gained upon us whilst whaling and lying by our whale.

Lat. by Ob. 9.21 S
Long. Chron 158.31 W

1852 In the South Pacific Ocean

Sunday March 14th Began with moderate breeze from E. N. E. heading N. by W. started the work, at 7 P. M. ship heave N. by E. middle part wind the same, at 7 A. M. finishing trying out and cooled down the work the whale turning up 27 barrels of oil, our companion out of sight again, remainder of the day wind from the Eastward steering N.

Lat. by Obs. 7. 52 S
Long. " Chron 158. 23 W

Monday March 15th Began with fine weather and moderate breezy from the Eastward steering N. middle part wind heave to N. N. E. heading N. W. after part wind remaining the same

Lat. by Obs. 5. 27 S
Long. " Chron 159. 9 W

Tuesday March 16th Began with fine weather and a good breeze from N. N. W. heading N. W. at 1 P. M. the wind heave to E. N. E. the ship heading her course N. by W. middle part wind heave to N. E. heading N. W. by N. after part wind the same

Lat. by Obs. 3. 55 S
Long. " Chron 160. 14 W

Wednesday March 17th Began with moderate breezy from N. E. heading N. N. W. at 3 P. M. sets in squally and rainy, took in top gallant scils, flying jib main sail and spanker with every appearance of stormy weather, during the night heavy squally from E. N. E. heading N. N. W. after part the crew employed in mending scils. Since we left Whytatucke we have been killing off our ducks very fast, to day we had some baked for dinner and a pair was sent in the

Bound to the Arctic or Polar Sea

storage occupied by 5 men and a boy, three to a watch, the first watch partook of their duck and went to their duty, the other watch came in and the trio having been reconnoitred the duck attentively with glistening eye and watery mouth concluded it would be an unpardonable sin to dissect it. when the proposition was made by one of them, that they should toss up for it, and the winner should eat the whole of it. The proposition was immediately acceded to, but the great difficulty was to find something to toss with, metallic currency being at a low ebb, as we were very lately from port, when luckily one of the number thought himself of one of Father Matthew's temperance medals, which he obtained at the island of Nukonore from one of the natives, probably left there by an English bark bound from San Francisco to Sydney which was wrecked there. The chest was ransacked the medal found and the play began; after tossing several times ineffectually, the owner of the medal won the duck which he proceeded forthwith to demolish, having accomplished his purpose he very coolly replaced his medal and stretched himself at full length in his chest, with a skin as taut as a drum head, no doubt thinking happy is the man who has a chest and a temperance medal therein.

Lat. by Obs. 2° 37' S.
Long. .. Chron. 161° 55' W

Thursday March 18th. Commenced with good weather and a fine breeze from E. N. E. steering W. in hope of falling in with sperm whales as we run the line down having a considerable quantity of weighting to make, middle part wind the same steering N. W. W. after part wind and course the same the watch employed in mending sails to deny that man with the temperance medal won another duck.

Lat. by Obs. 1° 48' S.
Long. .. Chron. 164° 34' W

1852 In the North Pacific Ocean

Friday March 19th Began with good weather and moderate breeze from the Eastward steering N.W. by W. by W. middle part wind the same, after part wind and course the same, the watch employed in mending sails

Lat. by Obs. 50° 40' S
Long. by Chron. 166° 35' W

Saturday March 20th Began with pleasant weather and moderate breeze from the Eastward steering W. N. W. this afternoon sent down the fore yard and found it completely decayed so as to be utterly worthless. fitted a new one and sent it up, middle part wind the same after part the same spoke the Robert Pulford 9 masts, out 15 bbls blackpitch

Lat. by Obs. 50° 05' N.
Long. by Chron. 168° 49' W.

Sunday March 21st Began with fine weather and light wind from the Eastward steering W. N. W. running along in company with the Robert Pulford. this ship experienced the earthquake mentioned in our days work of the 14th Feby. and had it very severe, she was in the vicinity of Curtis Rock and went on shore there and found the rock a volcanic fire steam and smoke issuing from every crevice, the top quite soft and hot in fact dangerous, and there is no doubt an explosion is about to take place in that vicinity. The Captain also stated that whilst he was in the vicinity of the rock, the ship was violently agitated by almost constant shocks, and that when he landed, he sent one of his men up to the top after eggs. as soon as he arrived there, the earth apparently gave way and he sunk knee deep crying out that he was burnt, extricating himself as quickly as possible, he found his legs and feet burnt to

Bound to the Arctic or Polar Sea

a blister. On the summit of the rock was a pool of water and lava about 30 feet in diameter teeming and seething like a cauldron, bubbling up over its entire surface. This volcanic eruption must be of very recent date as it is a favorite ground for sperm whalys and is annually visited by a large fleet of sperm whalers and no mention has ever been made before of volcanic fire existing here, so that we are inclined to think it is but a few months old. At 1 A. M. hauled aboard the fore topsail as we were near a low sand spit laid down on the chart, at daylight braced forward and stood on our course, after part wind the same.

Lat. by Ob. $00^{\circ} 19' N$
Long. by Chron $170^{\circ} 8' W$

Monday March 22nd Began with pleasant weather and light breeze from the Eastward steering W. by N. running along in company with the Robert Pulford no appearance whatever of David's island as laid down on the chart and we are inclined to think it does not exist. At 9 P. M. hauled aboard the main topsail and let her lay until morning as there was strong evidence of land nearby. At daylight braced forward and stood on our companion not in sight from mast head, after part wind from the Eastward steering W. N. W.

Lat. by Ob. $00^{\circ} 44' N$
Long. by Chron $171^{\circ} 34' W$

Tuesday March 23rd Began with moderate breeze from the Eastward steering W. N. W. middle part wind and course the same, after part hauled her up to N. W. by W. & W. The Robert Pulford a few days since touched at Reisingers island in Lat. $10^{\circ} 11' S$ and Long. $160^{\circ} 49' W$. they found it entirely deserted, not the least sign of any inhabitants.

1852 In the North Pacific Ocean

the village appeared as the " it had contained 5 or 600 inhabitants from the number of dwellings, which they stated were the best finished of any in native dwellings in the Pacific they were all fastened and their canoes drawn up on shore and secured, around them were quite a number of dead bodies, some time dead, appearing as tho they had been laid on the ground and covered over with leaves which had been blown off and exposed the bodies. Some disease (probably the influenza or lung fever which is very fatal to the natives of the Pacific) had appeared among them and swept off a great portion of them, when the remainder of them left in their war canoes for some of the neighboring islands, until this fatal epidemic had swept over their land and they could return to their homes in safety

Lat. by Obs. $1^{\circ}58'N$.
Long. " Chron. $174^{\circ}49'W$

Wednesday March 24th Began with moderate breeze from the Eastward steering N. W. by W. $\frac{1}{2}$ W. the crew employed in breaking out between decks, preparatory to going on the N. W. during the afternoon saw several fin backs, middle and after part, wind and course the same, the crew employed in breaking out between decks and setting up casks

Lat. by Obs. $3^{\circ}18'N$
Long. " Chron $175^{\circ}57'W$

Thursday March 25th Began with moderate breeze from the Eastward steering N. W. by W. at 4 P. M. sets in squally and wind becomes lighter, middle part squally from N. E. course the same after part fresh breeze from N. E. course the same
Distance run in 24 hours
 187 miles N. W. $\frac{1}{2}$ W

Lat. by Obs. $5^{\circ}12'N$.
Long. " Chron $178^{\circ}1'W$

Bound to the Arctic or Polar Sea

Friday March 26th Began with strong breeze from N.E. steering N.W. by W. during the afternoon carried away the foretopmast standing sail, it being an old one sent up a new one, middle part heavy squally and copious shower from N.E. after part strong breeze from N.E. steering N.W. by W.
Distance run in 22 hours
187 miles N.W. $\frac{1}{2}$ W.

Lat. by Obs. 7° 12' N.
Long. " Chron 179° 36' W.

Saturday March 27th Began with strong N.E. trade, steering N.W. by W. middle and after part strong trade from the same quarter course the same.
Distance run in 24 hours
216 miles N.W. $\frac{1}{4}$ W.

Lat. by Obs. 9° 33' N.
Long. " Chron 176° 52' W.

Sunday March 28th Began with strong trade from N.E. steering N.W. by W. this afternoon killed a hog and having weighed him, the crew were desirous of being weighed also when their wish was gratified, and a more solid lump of human flesh for the same number of men could not be found packed on the deck of any ship between this and the Arctic. Our steel yard weighed 200 pounds, and altho the weight was at the extreme end when the 2nd mate set in the string it flew up with the rapidity of a steam engine's walking beam, it would not begin to weigh him, and we had to guess within some 40 or 50 pounds if it middle part strong breeze from the same quarter steering N.W. $\frac{1}{2}$ W. after part wind steady steering N.W.
Distance run in 24 hours
230 miles N.W. 2° 6' W.

Lat. by Obs. 12° 10' N.
Long. " Chron 174° 5' W.

1852 In the North Pacific Ocean

Monday March 29th Began with very strong trade from N.E. steering N.W. took in topmast and topgallant studding sail, the wind hauling a little ahead. the ship going 10 knots middle and after part wind and course the same

Distance run in 24 hours
214 miles N.W. $\frac{1}{2}$ W.

Lat. by Ob. 14 " 43 N.
Long. " Chron 171 " 40 W.

Tuesday March 30th Began with strong breeze from N.E. steering N.W. $\frac{1}{2}$ W. at 1 P.M. raised a sail on point on our lee bow a long distance off running before the wind presume she was bound to Guam, middle and after part wind lighter steering N.W. by N. at 12 M. nearly calm

Distance run in 24 hours
183 miles N.W. $\frac{1}{2}$ N.

Lat. by Ob. 17 " 28 N.
Long. " Chron 169 " 59 W

Wednesday March 31st Began with light breeze from N.E. steering N.W. by N. middle part wind hauly to S.E. after part wind the same course N.W. W.

Distance run in 24 hours
120 miles N.W. by N. $\frac{1}{2}$ N.

Lat. by Ob. 19 " 00 N
Long. " Chron 169 " 00 E.

Thursday April 1st Began with light breeze from S.E. steering N.W. by N. at 6 P.M. hauly to E.N.E. middle part wind light course the same, after part light, baffling wind from various parts of the compass

Distance run in 24 hours
84 miles N.W. by N. $\frac{3}{4}$ N.

Lat. by Ob. 20 " 13 N
Long " Chron 168 " 28 E

Friday April 2nd Began with light breeze from the E by two steering N.W. by N. during the afternoon wind hauly to S.E.

Bound to the Arctic or Polar Sea

with rain squally, middle and after part wind moderate from the same quarter course the same sent out lower studding sail
Distance run in 24 hours
89 miles N.W. by N $3\frac{1}{4}$ N.

Lat. by Obs. $21^{\circ} 34' N.$
Long. " Chron $167^{\circ} 42' E$

Saturday April 3rd Begin with moderate breeze from S.E. steering N.W. by N. during the afternoon the breeze freshens considerably with every prospect of strong breeze before morning in fact we have now seen the best of our good weather and may now look for rugged weather and strong gales of wind for the next 2000 miles, middle part moderate breeze with cloudy weather and continual lightning steering N.N.W. with a tremendous sea tumbling in from the Eastward causing her to roll unmercifully, after part wind light from S.E. steering N. by W.

Distance run in 24 hours
89 miles N. by W

Lat. by Obs. $23^{\circ} 22' N$
Long. " Chron. $167^{\circ} "$ " E

Sunday April 4th Begin with a calm and a rain storm at 3 P.M. a light breeze springs up from N.E. steering N.N.W. took in studding sail at sunset the rain ceases, middle part moderate breeze from the Eastward, and such a couple rolling badly to, it was almost impossible to stand up or lie down without being tipped about, after part wind light and baffling from varying points of the compass steering N.N.W.

Distance run in 24 hours
102 miles N. $\frac{1}{4}$ W.

Lat. by Obs. $25^{\circ} 04' N.$
Long. " Chron $166^{\circ} 52' E.$

Monday April 5th Begin with light baffling air steering N.N.W. at 3 P.M. a breeze springs up from E.N.E. at 6 P.M. hauls to E.S.E. middle and after part strong

1852 In the North Pacific Ocean

breezy from S.E. steering N.N.W. to day took up our
+ potatoes and found they were all destroyed, this way a
severe loss to us and can not be repaired

Distance run in 24 hours
148 miles N. by W. $\frac{1}{4}$ W

Lat. by Acct. 27° 29' N.
Long. " D^o 166° 12' E

Tuesday April 6th Began with good weather and
and moderate breezy from S.E. steering N.N.W. middle
part moderate breeze from S.E. course the same, after part
wind light from the Southward steering N.N.W. with
fog and rain

Distance run in 24 hours
70 miles N. by W. $\frac{1}{2}$ W.

Lat. by Acct. 28° 36' N
Long. " D^o 166° 15' E

Wednesday April 7th Began with foggy rainy weather
and light winds from the Southward steering N.N.W.
middle and after part wind light and baffling repeatedly
bracing around

Distance run in 24 hours
108 miles N. by W.

Lat. by Ob. 30° 14' N
Long. " Chron 165° 37' E

Thursday April 8th Began with calm weather, at 4
P.M. light air from N.W. at sunset a dead calm, at
9 P.M. a light breeze springs up from S.E.W. steering N.N.W.
after part wind and course the same

Distance run in 24 hours
60 miles N. by W.

Lat. by Ob. 31° 10' N
Long. " Chron 165° 22' E

Friday April 9th Began with fine weather and
light breeze from S.E.W. steering N.N.W. this afternoon
shifted fore and main top gallant yards the fore to the
main it being sprung, middle and after part moderate
breezy from S.E.W. steering N.N.W.

Distance run in 24 hours
113 miles N. by W.

Lat. by Ob. 33° 10' N
Long. " Chron 165° 00' E

Bound to the Arctic or Polar Sea

Saturday April 10th Began with warm pleasant weather and moderate breeze from S. S. W. steering N. N. W. at 4.

P. M. blow fresh from the same quarter with rain and mist also saw large quantities of "bit" or right whale feed, the first we have seen this season. The weather thus far has been vastly different from what it was last season in these latitudes, then we were all dressed in thick woollen clothing, with stoves up and running through snow squally and gales of wind; now we are bare legged, in thin summer clothing, and we enjoy a mild season in the Arctic and plenty of whale, which is just exactly what we want. Middle part strong breeze and squally with rain took in studding sail, top gallant sail, and double reefed the main topsail, at midnight better weather with wind out from the Westward, after part wind hauled to S. W. set studding sail steering N. N. W.

Distance run in 24 hours
176 miles N. by W. $\frac{1}{4}$ W

Lat. by Double Alt. $35^{\circ} 41' N$
Long. " Chron. $164^{\circ} 2' E$

Sunday April 11th Began with good weather and moderate breeze from S. W. steering N. N. W. middle part strong breeze and squally from S. W. course the same after part had a heavy squall from the Westward took in top gallant sail and double reefed the topsails

Distance run in 24 hours
186 miles N. by W. $\frac{1}{4}$ W.

Lat. by Alt. $38^{\circ} 40' N$
Long. " Chron. $163^{\circ} 2' E$

Monday, April 12th Began with moderate breeze from S. W. steering N. N. W. shook the reefs out of the topsails and set top gallant sail. At 3 P. M. the wind hauled to the Westward with fine pleasant weather, middle part wind died away nearly to a calm, then shifted in a squall to N. E. took in top gallant sail, main topsail and double reefed fore and main topsails remainder of the day

1852 In the North Pacific Ocean

half a gale of wind from N.E. heading N.W. by N
Distance run in 24 hours

90 miles N.W. $3\frac{1}{4}$ N.

Lat. by Obs. $39^{\circ}56' N$

Long. Chron $161^{\circ}57' E$

Tuesday April 13th Began with a moderate breeze from N.E. heading N.W. made sail, the cold quite punishing to day, woollen clothing in universal demand, the difference in the temperature of the last 24 hours is truly surprising it is like leaping from the torrid zone into the frozen one. Our kanakas, the boy Isaac and the two we obtained from Perakongo, to day began to feel the cold quite sensibly, feeling of their fingers early and their noses in utter astonishment not knowing what to make of it. In a week time we shall be among snow stormy and icebergs when we expect some queer manoeuvres from them, as they were all brought up in the tropics, the region of eternal summer, middle and after part the wind moderates and hauls from N.E. to E. steering N.N.W.

Distance run in 24 hours

84 miles N.W. by N

Lat. by Obs. $41^{\circ}06' N$

Long. Chron $160^{\circ}58' E$

Wednesday April 14th Began with good weather and light winds from the Eastward steering N.N.W. with studding sail set, during the afternoon the wind hauls to E.N.E. and freshy hauled her up to N. by W. $\frac{1}{2}$ W. this afternoon raised a ship from mast head a long distance off also saw several fin backs, middle and upper part fine weather and good breeze from S.E. steering N. by W. $\frac{1}{2}$ W.

Distance run last 24 hours

155 miles N. by W

Lat. by Obs. $43^{\circ}38' N$

Long. Chron $160^{\circ}18' E$

Thursday Apr 15th Began with fine weather and a good breeze from the Southward with fog and

Bound to the Arctic or Polar Sea

rein steering N. by W. with every prospect of thick weather
Distance run these 24 hours

163 miles N. $\frac{1}{2}$ E.

Lat. by Obs. $46^{\circ}19' N.$

Long. " Chron $161^{\circ}30' E$

Friday Apr. 16th Began with foggy weather and strong breeze from the Southward steering N. by W. at 4 P.M. wind hauled to W. S. W. and presently took in top gallant sail, and double reefed the topsail, the weather also cleared up beautifully the wind strong and steady, middle part wind from the Westward, at daylight made sail, in setting top gallant sail found they were frozen, wind also hauled to S. after part moderate breeze, up from S. E. steering N. by W. sent down all our studding sail boom

Distance run in 24 hours

165 miles N. by W. $\frac{1}{2}$ W

Lat. by Obs. $48^{\circ}51' N.$

Long. " Chron $159^{\circ}59' E.$

Saturday Apr 17th Began with good weather and wind moderate from E. S. E steering N. $\frac{1}{2}$ E. this afternoon sent down the main royal yard middle part wind hauled to N. E and blew a gale of wind and a heavy snow storm set in, took in every thing but a close reefed main topsail and hauled her to heading N. W. by N. the jennet and stengreil we were unable to pull as they were frozen stiff tumbled them up as well as we could, at daylight blow very heavy, the ship deck covered with snow her yards and rigging covered with snow, her yards and rigging a glaze of ice and a tremendous sea running the ship behaving beautifully as easy as a cradle, after part the gale the same, also the sea, the snow ceases and the wind keeps hauling to the Northward now ship heading E. N. E

Lat. by Acct. $50^{\circ}00' N.$
Long " D^o $159^{\circ}20' E$

1852 In the North Pacific Ocean

Sunday April 18th Began with a heavy gale of wind from the Northward laying to under a close reefed main topsail and main spencer heading E. N. E. during the afternoon moderate, a little, wind also headed to the W. toward heading N. N. W. set foretopmast starysail and close mizen. The ship laying perfectly quiet and easy notwithstanding the heavy sea running, not shipping water enough to wet your feet, toward sunset not liking the appearance of the weather took in the spencer and mizen. In a short time the whirling of large masses of black looking clouds across the horizon, the lofty flight of the sea fowl with their wild scream as they soared high up in the heavens, the dismal roaring of the wind as it swept through the rigging in fitful gusts all admonished us of the coming tempest, the gale had only partially abated to gather new strength and return with tenfold fury. During the night it came howling from the westward, gust after gust causing her to tremble from her truck to her keelson, and bow down before its mighty power, slowly and majestically would she rise, shaking the foaming masses from her sides and stand erect until another struck her. The snow also came drifting along in thick masses and being driven with such inconceivable rapidity, struck the faces of those whom duty called to be exposed to it like a volley of shot, the sea also which had been heavy throughout the day now suddenly increased and came rolling in mounting piled on mounting, their snow white crests quivering and tottering, ready to burst asunder and engulf us or deluge our decks with wide spread ruin and destruction and just as the danger appeared to be inevitable our gallant ship as the conveyor of her being the handiwork of man, would lightly bound over it skipping along as it were with the ease and grace

Bound to the Arctic or Polar Sea

of the stormy petrel. The roaring of the sea, the howling of the tempest, the creaking of the cordage, the grinding of timber, the settling of the rigging all engaged in ice, as she rolled and tumbled amid the foaming billow and this too at the dead hour of midnight, when the heavy appeared as the spread over with a pall, must be experienced to have any just conception of its language fully shut. This weather proved too much for our Kanakas, they could not stand it and were sent below completely exterminated at the appearance of the snow, which they instantly dropped after taking up a handful. Remains of the day wind and sea still the same, some of the gists being truly terrific, the ship laying to head to the Northward, behaving admirably.

Sat. by Obj. 50° 04' N.
Long. " Chron 160° 37' E.

Monday April 19th Began with a very heavy gale of wind from the Westward the ship heading N. by W. making excellent weather of it with a tremendous sea way running middle part the gale increase in severity, the sea a perfect white, the snow also coming in squally, the deck and bulwarks covered with ice and snow, the forward part of the ship a solid glaze of ice, rigged preventer brace to the main topsail yard and fastened life line across the ship and along the bulwarks not only as a precaution in case we should ship a heavy sea but to prevent falling the deck, being a solid body of ice. The confidence in our noble ship we find was not misplaced and increase hourly so that we were cheerful altho surrounded with danger in this great commotion of the elements a most trusty ship in a heavy gale of wind and trying being does not float the ocean Daylight at length appeared but brought us no relief, the heavy one vast sheet of black, the sea layed into

1852 In the North Pacific Ocean

foam by the fury of the wind, the mighty billows roaring wildly past us, their huge crests overbalanced by the velocity with which

they were carried along, tumbling their surcharged contents into the deep abyss below like some vast cataract. Such was the scene presented to us during the remainder of the day.

Lat. by Acct. $50^{\circ} 06' N$

Long. " $D^{\circ} 161^{\circ} 30' E$

Tuesday April 20th Beginning with a very heavy gale of wind and a violent snow storm from the Westward the ship laying to head to the Northward under close reefed main-top-sail and main spencer making excellent weather of it and laying perfectly easy. At 4 P.M. moderating a little, the sea also began to subside a little, with every appearance of the gale having broken, having been an continued uninterrupted war of the elements for the last 64 hours. A man might follow the sea for years and never experience another such a gale. Middle part moderating slowly and sea running down, the barometer also appears inclined to rise, moving however very sluggishly. At 6 A.M. set double reefed fore and main-top-sails having lain under a close reefed main-top-sail for the last 78 hours.

Lat. by Acct $50^{\circ} 30' N$

Long. " $D^{\circ} 161^{\circ} 59' E$

Wednesday April 21st Beginning with strong wind from the Westward and a rugged sea steering N. by E. a ship on our weather bow steering N. E. at 4 P.M. set reefed main-sail. During the last two days we have pumped up considerable oil, this afternoon broke out in the after hold and found to our amazement that all the oil we had cooped at Monguui some two months since was in a

Bound to the Arctic or Polar Sea

deperate condition, the hoops being so glark that they would scarcely bear moving being upwards of 1000 barrels. There was a pretty state of things, to cooper oil in these high, stormy, tempestuous latitudes, at the commencement of the whaling season and on the very verge of whale ground. Why the very thought of it is enough to make a man strike his father, but there is no redemption, at it we must go, for if we experience another such a gale of wind we will pump out so much of it, that we shall have half the fleet dogging us about to "skin our shins." Middle part weather still moderating, after part the same seized on air he beam also saw two bow heads making a straight course for the Behotk Sea. This morning opened the main hatchway and commenced breaking out to ascertain how our oil was, it proved to be in good condition, and the leak was found to be in one of our tanks if ever a ship's company drew a long breath it was there when the leak was found, remainder of the day good weather

Lat. by Obj. 52° 35' N.
Long. Chron 162° 28' E.

Thursday April 22nd Began with good weather and moderate wind from the Westward steering N. 1/2 W. under fore sail, double reefed top sail, and reefed main sail the watch engaged in clearing up the oil between deck and cooping the tank. At supper time we were all in order the glow-worm light spread over the ship's company at the sight of so much oil going over the ship's side had everywhere and cheerfulness reigned supreme, all being ready and anxious to commence whaling. Middle part wind light and baffling, after breakfast seized two right whale, lowered 3 boats first, second and third mates the third mate came near fastening, starting both very

1852 In the Sea of Kamtschatka.

but the whale was too deep to reach

Lat. by Obs. $53^{\circ} 16' N.$

Long. Chron. $162^{\circ} 50' E$

Friday April 23rd Began with fine weather and light wind from N. E. heading N. W. raised whale board all four boats and after two hour ineffectual chase gave it up and returned to the ship, also breezy up and hauly to the E by W. steering N. by W. At 7 P. M. saw the land bearing N. W $\frac{1}{2}$ W. about 70 miles distant, according to our reckoning it was Mount Feringheri, middle part weather looks very threatening with every appearance of another gale, took in the top gallant sails, jib and main sail, also double reefed the topsail and set reefed foresail, at daylight it came on from the E by W. At 5 A. M. pulled fore and main topsail and hove her to under close reefed main topsail and reefed foresail with main spencer a heavy snow storm also sets in with a tremendous sea running directly on a lee shore. At 8 A. M. was ship heading from S. E. to S. S. E. remainder of the day a heavy gale of wind with a thick snow storm

Lat. by Obs. $54^{\circ} 20' N.$

Long. " D^o. $163^{\circ} 20' E$

Saturday April 24th Began with a heavy gale of wind from the E by W. with a thick snow storm, the sea mounting high and breaking badly, the ship laying to under close reefed main topsail and reefed foresail with main spencer heading S. S. E. During the afternoon the snow ceases, the wind also hauls to the Southward, at 6 P. M. was ship heading E. by S. middle part wind the same, at 5 A. M. squally and snowy hail, at 7 wind hauls to S. S. W. and clear up raised a sail on our weather beam which proved to be

Bound to the Arctic or Polar Seas

the Glaciatra 40 barrels this season, the first time we have seen her since we left home, set white fore sail and double reefed topsails steering N. by E. remainder of the day weather moderating

Lat. by Ab. 55° 07' N.
Long. " Chron. 163° 46' E

Sunday April 25th Begin with good weather and moderate breezy from the S. E. W. steering N. by E. sailing in company with the Glaciatra the sea too rough to visit each other again. At 3 P. M. saw Mount Kenutjchatka bearing N. W. about 50 miles distant, at 6 P. M. had lost the Glaciatra 4 miles fair play she having sailed the whole time with one main reef shook out of the main topsail, at 7 P. M. raised another sail 4 points on our larboard bow, middle part wind light from the Southward under easy sail, at day light saw the Glaciatra on our lee bow and another ship which proved to be the Lagoda, remainder of the day weather fine and sea running down

Lat. by Ab. 55° 50' N.
Long. " Chron. 164° 53' E

Monday April 26th Begin with fine weather and light wind from N. W. the two ships in company with us, during the afternoon raised two more sails, middle part wind hauly to E. N. E. heading N. the Lagoda and Glaciatra both astern remainder of the day wind S. E. steering N. N. E. during the forenoon constant falling of snow

Lat. by Ab. 56° 57' N.
Long. " Chron. 165° 30' E

Tuesday April 27th Begin with cloudy weather and light wind from S. E. steering N. N. E. at 2 P. M. raised a

1852 In the Sea of Kamtschatka

sail two points on our weather bow which proved to be the
Gusta Boyten, she had taken 170 barrels of sperm since
leaving Menginai, at 3 P.M. an old fashioned snow storm
set in and bid fair to continue for some time to come
middle part wind heavy to the Northward ship heading
E. N. E. the snow storm also continues, after part wind
and snow the same

Lat. by Obs. $57^{\circ} 13' N.$
Long. " Chron. $167^{\circ} 39' E$

Wednesday April 28th Begin with good weather and
fresh breeze from N. heading E. N. E. at 6 P.M. the wind
heavy to N. W. the ship heading N. N. E. middle part
fresh breeze from the Northward heading N. N. E. the weather
severely cold, after part wind heavy to the Westward heading
N. N. W. with snow squally

Lat. by Obs. $58^{\circ} 08' N.$
Long. " Chron. $169^{\circ} 30' E$

Thursday April 29th Begin with moderate breeze
from the Westward steering N. N. W. spoke the Coral
nothing since leaving port. middle part wind from the
Westward course the same, after part wind heavy to the
Eastward and commenced snowing, saw the land directly
ahead being the northernmost part of the Sea of Kamtschatka
but no sign of any whaler

Lat. by Acct $59^{\circ} 30' N.$
Long. " " $169^{\circ} 15' E$

Friday Apr 30th Begin with a snow storm from
E. S. E. our ship heading S. by E. in half an hour the
wind shifts to S. W. and breeze up during the afternoon
repeated snow squally, double reefed the topsails

Bound to the Arctic or Polar Sea

steering in toward the land N. W. by N. at 6 P. M. nearly calm
middle part wind coming out from the Southward was
ship heading to the Eastward, remainder of the day
continued snow squally

Lat. by Obs. $59^{\circ} 43' N.$
Long. " " $166^{\circ} 49' E$

Saturday May 1st Begin with fresh breeze from the
Eastward with snow squally; at 1/2 past sunrise from
our log close to the ice, Cape Apokinok being N. W.
distance 22 miles kept off in half an hour were ship
heading S. S. W. at 4 P. M. the weather setting in very
thick lifted up to S. by E. middle part wind the same
after part kept her off S. S. W. and plenty of snow

Lat. by Obs. $58^{\circ} 08' N.$
Long. " " $166^{\circ} 00' E$

Sunday May 2nd Begin with fresh breeze from the
Eastward steering S. W. were ship and kept her N. N. W.
revised two sail on our lee bow double reefed the topsails
at 5 P. M. the wind increased and weather very thick
with every appearance of another gale of wind and
snow storm forced the main sail aloft and mizen
topsails and close reefed the main topsails middle
part a gale of wind and snow storm from N. E. heading
S. E. by E. after part the gale continuing from the same
quarter with a very heavy sea running

Lat. by Obs. $57^{\circ} 30' N.$
Long. " " $166^{\circ} 00' E$

Monday May 3rd Begin with a gale of wind
from N. E. and a snow storm with a heavy sea on
heading S. E. at 3 P. M. moderately a little shook on reef out -

1852 In the Sea of Kamtschatka

The maintop sail and set reefed foresail being on a lee shore, middle part moderate, a little and wind hauly to the southward heading E. at an early hour set whole foresail and double reefed topsail, after part wind moderating and hauly to N. E. heading N. N. W. also raised a sail on our lee bow.

Lat. by Obj. $57^{\circ}58' N.$
Long. " Chron $161^{\circ}40' E$

Tuesday May 4th Began with cloudy weather and moderate wind from N. E. heading N. N. W. the sail on our lee beam still in sight, during the afternoon occasional squalls, middle part wind light from N. E. heading N. N. W. after part died away to a calm. This morning began to break out our after hold and found our oil in a woful state, remainder of the day all hands employed in coopersing.

Lat. by Obj. $57^{\circ}58' N.$
Long. " Chron $165^{\circ}34' E$

Wednesday May 5th Began with fine weather and a dead calm all hands employed in coopersing and breaking out, the casks were nearly all of them very close some of them so much so that the oil run in streaming when they were moved. It is a fortunate circumstance that we commenced breaking out, for in a short time we would have lost the greater part of it, as it is the loss of fear as we have gone is a new triple. What they counsel they undertook for state of our oil so recently coopersed we shall not pretend to say until we see the condition of the remainder when we shall hazard an opinion. Two sails were seen from aloft this afternoon became like ourselves, but no whaly, the ground appeared as barren as

Bound to the Arctic or Polar Sea

by the cloying of Uabie, altho. we are on the very spot where
last May we saw whalys in abundance. At 1/2 past 8 P.M.

saw a bow head close to the ship, he moved very lazily
and gave us a good opportunity of examining him thoroughly,
he was one of the old sort, but it was too late to lower for him
middle part light grey from the Eastward steering N. by E.

At an early hour commenced breaking out on the larboard
side of the after hatch and found eight eggs in the ground
tree partly empty, remainder of the day wind the same
and snowing

Lat. by Ob. 56° 47' N.
Long. " Chron 166° 10' E

Thursday May 6th Began with light air from N.E.
wind ship heading E.S.E. the crew employed in cooping
oil, snowing all the afternoon, at 6 P.M. passed a ship's
lantern keg floating along, expect some boat may have been knocked
to pieces by a whale, middle part wind light and
bussing from the Northward heading from E.N.E. to
N.E. after part a calm and a snow storm, also raised
a sail on the larboard

Lat. by Ob. 58° 41' N.
Long. " Chron 168° 29' E

Friday May 7th Began with a calm in half an hour
a breeze sprang up from the Westward squared the yard
and set fore topmast standing sail steering E.N.E.
at sunset took it in and hauled upon the wind
middle part calm in the morning watch, a breeze sprang
up from N.N.E. heading E. by S. after part a thick snow
storm

Lat. by Ob. 58° 30' N.
Long. " Chron 170° 15' E

1852 In the Sea of Kamtschatka

Saturday May 8th Began with a snow storm and light wind from the Northward heading E. by N. at 3 P.M.

The snow light up a little saw a large bowhead within half a mile of the ship did not lower by the way going very fast, at 6 P.M. a dead calm, middle part wind light, after part wind coming out from the Northward heading to the Eastward

Sat. by Ab. 59. 16 N.
Long. " Chron 169. 17 E

Sunday May 9th Began with light wind from the Northward heading to the Westward and snowing tacked ship wind heading to N.W. at 3 P.M. the weather clear up and the land plain in sight Cape Apupinkoi bearing N.N.E. 50 miles distant completely enveloped in snow, at 6 P.M. raised a bow head in our bow two miles distant, lowered all four boats and after two risings he came up and showed a good chance, the 1st mate pulled on him and the boatsteers stood up and endeavored to push the iron into his fin, trying the second time to set it into him when the whale went down, had he fastened with his second iron there is no doubt we would have taken the whale. At 1/2 past 8 P.M. the boat came alongside and were hoisted up, when we pulled topgallant sail jib and flying jib, hauled up fore sail and mizzen and luffed up to the wind head to the Northward, middle part light wind from the Westward at daylight made sail and stood in toward the land, saw a number of humpbacks, also the ice extending 15 or 20 miles from land

Sat. by Ab. 59. 40. 2
Long. " Chron 170. 18 E

Bound to the Arctic or Polar Sea

Monday May 10th Began with light air from the Westward steering N.E. saw 4 ships one a Frenchman nothing this season, also the *Seine* and *Enterprise* of New Bedford and one ship at long distance off, at 6 P.M. a dead calm and a large body of ice within 8 miles of us, neither of the above ships had taken any thing this season, also heard from the *Gladiator* no whale this season, middle part nearly calm, after part spoke the *William Tell* of New London nothing this season, also the *Gibernia* of New Bedford nothing this season, saw the *Vesper* no whale, remainder of the day light windy from the Eastward steering to the Westward plenty of humpback and finbacks in sight

Lat. by Ob. 39° 37' N.
Long. " Chron. 169° 39' E.

Tuesday May 10th Began with fine weather and light windy from the Eastward steering to the Westward large quantity of ice floating about in every direction, at 2 P.M. found ourselves nearly hemmed in by the ice, large fields of it, as far as the eye could reach on both sides of us, ahead and astern and closing in around us, in some places miles in width, there was no alternative, but to push our way through in some way or other, and as the barometer was very low indicating a storm, it was highly important we should extricate ourselves as speedily as possible, tho' the splinter should fly in every direction. Accordingly upon reaching the most open part we could see from mast head, we backed main and mizen topsails and closed down topgallant sails, that the first concussion should not be heavy, as several ships were sunk last season by the ice and prepared to enter it. As she struck the first piece she trembled from stern to stern and slowly began to enter, the ice was from 10 to 15 feet in thickness in

1852 In the Sea of Kamtschatka

detached piece varying in size from a horse door to an acre, picking our way through the ships sometimes almost coming to a dead stand as she brought up against some huge piece, for a time doubtful which would give way the ice or the ship, we gradually worked through and in an hour time were once more in a clear sea with all sail set steering S. W. by W. The ships we have seen yesterday and to day were all bound in different directions, some to the Northward, some to the Southward, some to the Eastward and others to the Westward in search of whales. The north part of the sea is completely blocked up with ice, the ships not being able to get within 4 or 5 degrees of Cape Thaddew. At 6.30 P.M. saw a bow head within $\frac{1}{2}$ a mile of the ship immediately lowered 1st, 2nd and 3rd boats. The whale however went down before the boats touched the water, and they started off pulling in the same direction he was going, in half an hour he broke water $1\frac{1}{2}$ miles ahead of the boats and from the way he used his paddles under water he must have taken lessons from an Atlantic Steamer. The boats were then called on board hoisted up and we stood on S. W. by W. middle part light wind from the same quarter, after part snow squally, at 11 $\frac{1}{2}$ A.M. seized a bow head going eye out, did not lower for him - also saw two ships

Lat. by Obs. 58° 50' N.
Long. " Chron 168° 40' E

Wednesday

May 12th Begin with light wind from N.W. running after the bow head but was compelled to give him up and we stood on E. S. E. also seized a seal on our lee beam standing in toward the ice at sunset 8 ships in sight from mast head going in every direction middle part wind light from the

Bound to the Arctic or Polar Sea

Eastward steering W. after part spoke the Seine of New Bedford nothing this season

Sat. by Obs. 58° 29' N.
Long. Chron. 171° 28' E

Thursday May 13th Begin with good weather and light wind from W. N. W. steering E. by N. spoke the Widay of New Bedford nothing this season, she had been to Hongkong and was compelled to return on account of the small pox breaking out on board of her when she was searched by the English authorities there under the impression they had English soldiers concealed on board. It appeared they had lost 200 soldiers by desertion, and it was supposed they had gone into the interior until the 2nd mate of one of the ships went on shore one night and made his boasts he had secreted 5 of them on board his ship, she was searched and the men found, the consequence was the ship was seized together with the Captain and mate, when to save themselves and the vessel the blame was thrown on the 2nd mate where it belonged and he was sentenced to hard labor for 7 years. This led to an investigation and it was soon ascertained the deserters had gone off in American whaling ships aided by a boarding master on shore who was sentenced to hard labor at picking stone in Sydney for 25 years. This will lead to a close examination hereafter of American whalers going to Hongkong to recruit. Middle part wind and course the same, after part wind W. N. W. steering E. N. E.

Sat. by Obs. 58° 26' N.
Long. " Chron. 174° 3' E

Friday May 14th Begin with good weather and light wind from the Westward the two ships we spoke yesterday

1832 In the Sea of Kamtschatka

still in sight, also raised another sail which proved to be the bark Candace of New London 10 months out, she had taken 230 barrels of oil 100 of it sperm, they had been twice to the Northward, trying to get to Cape Thaddeus but did not succeed being unable to proceed further than 60° 20' N. middle part light wind from the Westward steering S. after part wind the same, at 9 A. M. raised a right whale about 2 miles off lowered 1st 2nd and 3rd boats but were unable to fasten to him, at 11.30 A. M. raised another right whale lowered the same boats again

Lat. by Ob. 57° 24' N.
Long. " Chron 174° 20' E

Saturday May 15th Began with light air from the Westward the boats in close pursuit of the whale, at 1 P. M. they came alongside having given up the whale was hoisted up and we stood on S. E. during the afternoon altered our course to N. E. middle part wind heavy to S. W. steering N. E. after part commenced breaking out the main hatch and cooping our oil, we found two empty casks here, remainder of the day wind light from S. W. steering N. E.

Lat. by Ob. 58° 28' N.
Long. " Acc't 177° 30' E

Sunday May 16th Began with cloudy weather and light wind from S. W. steering N. E. by N. the crew employed in breaking out the main hatch, which was finished by supper time, the wind also heavy to N. W. with light snow squalls, middle part wind light from S. W. steering N. E. by N. after part wind heavy to the Northward heading E. by N. saw one ship

Lat. by Ob. 58° 39' N.
Long. " Chron 179° 5' E

Bound to the Arctic or Polar Sea

Monday May 17th Begin with light winds from the Northward heading E. by N. snowing very thick, at 3 P.M. the weather clearing up saw 4 ships in our weather beam, having quite a sociable "gam" also saw ice 4 miles off in our weather bow the other ship still in our lee bow, anchoring her very fast middle part light wind from the Northward heading E. N. E. after part wind hauly to N. W. steering N. E. by N. saw another sail on our lee quarter, also saw immense fields of ice, pressed one field of ice, and soon came to another, plenty of fir backs, and callipnia grass in sight

Lat. by Obs. 58° 50' N.
Long. " Chron. 177° 58' E

Tuesday May 18th Begin with fine clear weather and light winds from N. W. steering S. E. and ice in sight, at 3 P.M. cleared the field of ice and abandoned all hope for the present of reaching Cape Thaddeus as the ice extends from 60° North to the Straits which no doubt are fine and solid and will be for a month to come, middle part wind light from the N. W. heading W. S. W. after part wind hauly to the Northward heading W.

Lat. by Obs. 58° 28' N.
Long. " Chron 177° 28' E

Wednesday May 19th Begin with fine weather and light breeze from the Northward heading W. by N. nothing but fir backs and mud digger in sight, middle part almost a dead calm and plenty of ice in sight also one ship, after part a light breeze springs up from S. W. steering N. W.

Lat. by Obs. 58° 50' N.
Long. " Chron 178° 49' E

1852 In the Sea of Kamtschatka

Thursday May 20th Begin with fine weather and moderate wind from S.W. steering N.W. in an hour hauly to the Northwest, the ice becoming so thick we compelled to tack ship heading W. by S. at 8 P.M. spoke the Ship Betsey William of Stonington 10 months out 160 barrels 100 of it sperm, middle part a dead calm and plenty of ice, after part a breeze springs up from S.W. running along the ice tacking occasionally to keep clear of it

Lat. by Obs. 58° 34' N.
Long. " Chron. 179° 56' E

Friday May 21st Begin with light breeze from S.W. running along the ice, at 6 P.M. came to the south end of the field, having run along it for upward of 30 miles also saw a ship some 15 miles off in the ice apparently trying to extricate herself, there are immense fields of it all over the sea, it is completely filled with it, requiring the utmost caution that we do not get blocked up in it by some of the immense fields, the Betsey William has been running either along or through the ice for the last 10 days, the prospect for whaling this season begin to look gloomy, last season this time we have taken 1000 barrels of oil, this season they far we have not broken black skin, and it is hard telling when we will, middle and after part nearly a dead calm

Lat. by Acct. 59° 45' N.
Long. " Do 179° 00' E

Saturday May 22nd Begin with moderate breeze from E.N.E. steering N.W. by N. no ice in sight, the snow also begin to fall very fast, at 4 P.M. spoke the Bark Newton 9 months out 15 barrels of sperm, nothing this season, middle part fell in with plenty of ice kept her off S.W. remainder of the day running along the ice

Lat. by Obs. 60° 00' N.
Long. " Chron 175° 25' E

Bound to the Arctic or Polar Sea

Sunday May 23^d. Begin with thick cloudy weather and moderate breezes from N. N. W. steering almost every point of the compass

to avoid the floating ice which besets us on every side, sometimes encumbering to get around some large field 20 or 30 miles in length or forcing a passage through when we find it separated in detached pieces, making a course very similar to a ram, as we dodge about between the floating masses. This is the sixth day we have been running along on this the ice a distance of 600 miles requiring constant vigilance, united with coolness and judgment, sometimes running along a field for 20 miles, not daring to enter on account of its being too solid or packed, until we come to the southern extremity of it when a clear sea meets the view and we go on our way rejoicing, when lo in half an hour we bring up in the centre of another 20 mile patch too solid to interfere with, we get the wheel for another 3 or 4 hours run to reach the end of that and find a clear sea again, perhaps in an hour more we come again to a patch of broken ice, extending as far as the eye can reach and 4 or 5 miles in width, consisting of loose pieces varying in size from a corn basket up to Barnum's mammoth tent.

Having carefully the work before us, as the experience of last season has practically demonstrated, that ice is not to be trifled with and come to the conclusion to enter, the best steersman is placed at the wheel, and the officer on the try works and bower, when the ship enters it and as she gradually moves along between the masses, the rapid order of "haul up" "haul down", "steady" some half a dozen times a minute to the attention helmsman announcing that the work begins to wear away, as she glides along in her serpentine course, which is further corroborated by an occasional sudden jar, as she "bumps" up against some large piece which it was impossible to dodge when finally she arrives at a clear sea. This is the kind of navigation, we have experienced the last six days and nights

1852 In the Sea of Kamtschatka

beating the ice when the peril was not too great, and at other times running, nor are we alone for this afternoon we counted from off deck ten sail similarly situated with ourselves making the best of their way along, either through the ice or around it as prudence dictated. Middle point wind haul, to N. E. steering N. W. by N. At an early hour made the land directly ahead 50 miles off, also 16 sail. one of them the Francis Henrietta sailing, plenty of fire boats in sight and ice in loose pieces, but very thick the heaviest we have seen, some of it as high as our main top, spoke the Wilkes nothing this season, also saw a borehead, lowered all four boats but could not get near him

Lat. by Acct 60° 30' N.
Long. " D. 173° 20' E

Monday 24th May Began with strong breeze from the N. E. and occasional snow squalls steering N. W. by N. any quantity of ship and ice in sight, saw one bore head but did not lower, also spoke the Albion nothing since leaving Mergui. at 6 P. M. strong breeze from E. N. E. double reefed the topsails and wore ship heading off shore. I. E. middle point a gale of wind from N. E. furled main sail, fore sail, jib also fore and main topsails and have her to under close reefed main topsail and fore topmast stay sail, head to the Westward, at 6 A. M. wore ship being close in to the land remainder of the day a gale of wind from N. E. heading E. S. E.

Lat. by Obs. 60° 11' N.
Long. " Chron 173° 3' E

Tuesday May 25th Began with half a gale of wind from N. E. the weather moderating set close reefed topsails, fore sail and main sail, the land about 40 miles distant the ship heading E. by N. 5 sail in sight, middle point

Bound to the Arctic or Polar Sea

wind moderating made all sail, after part nearly calm stood in toward the land 25 or 30 miles distant. the ice appeared to be thin, and in we went, but were soon compelled to back out again, it proving too thick for us

Lat. by Ob. 60° 17' N.
Long. " Chron 172° 29' E

Wednesday May 26th Began with light air from the Westward heading to the Northward spoke the Albion again, also the Indian Chief of New London, at 4 P.M. saw a bow head a mile off but as he did not lay on the water but a minute or two did not lower for him. The whales here play a curious game, if they spout at all it can not be seen from the ship and the first that you are aware of their presence is seeing them close to leaping fin out basking in the sun, and the moment a boat is down, they are down too and that is the last of them latter part of the afternoon heading S. E. by S. the wind very light the three ships jogging along in company. Middle part fresh breeze from W. N. W. steering S. S. W. after part wind hauly to S. W. heading S. E. by S. but one ship in sight the Albion, some 6 or 8 miles astern

Lat. by Ob. 58° 19' N.
Long. " Chron 171° 16' E

Thursday May 27th Began with moderate breeze from S. W. heading S. E. by S. the weather a little hazy the Albion still astern fir bark occasionally in sight but no bow head, middle part wind the same, after part wind growing lighter from S. W. after part spoke the Good Return 9 months out 250 barrels of sperm and one bow head this season

Lat. by Acct 57° 10' N.
Long. " S. 172° 00' E

1852 In the Sea of Kamtschatka

Friday May 28th Began with light air from S. W. heading N. W. by N. & sail in sight one of them boiling, also a fire back about a mile off. at 6 P. M. a dead calm, middle part wind breezy up from the Eastward tacking ship through the night beating to windward, after part half a gale of wind raised a brookhead too rugged to lower

Lat. by Acct. 57° 50' N.
Long. " D^o 173° 00' E

Saturday May 29th Began with half a gale of wind from E. N. E. and a rain storm heading to the Northward under double reefed topsails, at 5 P. M. raised another brookhead the weather too bad to lower, middle part wind moderate and thick fog sets in, after part nearly calm with fog and rain the wind also heavy to N. E. heading N. N. W.

Lat. by Acct. 59° 20' N.
Long. " D^o 173° 30' E

Sunday May 30th Began with fog and rain and light wind from N. E. heading N. N. W. saw one ship on our weather bow in the other tack standing off there, at 1/2 past 8 P. M. came very near being run into by the Harrison of New Bedford it being a thick fog at the time whether she had any oil or not we were unable to ascertain middle part thick fog and light windy from N. E. heading S. E. by E. at 7 A. M. were ship heading N. N. W. after part foggy saw 4 ships

Lat. by Acct 60° 00' N.
Long. " D^o 172° 30' E

Monday May 31st Began with a thick fog, the wind also breezy up from E. N. E. heading N. took in flying jib and top gallant sails the weather looking threatening

Bound to the Arctic or Polar Sea

the fog being very thick and plenty of vessels, not far from us, middle part weather clear up and wind hauly to the Northward heading W. by N. the land also appearing in sight about 30 miles distant ahead and on our lee bow being Cape Aprovingkoi after part wind the same and good weather

Lat. by Obs. $60^{\circ} 26' N.$

Long. " Chron. $171^{\circ} 17' E.$

Dredging June 1st Began with good weather and light air from the Northward running along the land, ice in sight in our weather bow and directly ahead. at $\frac{1}{2}$ past 3 P. M. raised two bowheads making the best of their way to the ice lowered all four boats, the whaler making the best of their way to the ice and the boats after them, about 7 P. M. they made out to get on them and the 2nd mate fastened, when he came up the 1st and 4th mates went on to him together and commenced lancing, killing him so quick that he had not time to spout blood, at any rate none could be seen from the ship. They then commenced towing him out of the ice and by 20 minutes past 8. had him alongside two ships in sight within a quarter of a mile of us, the *Henry Murray* of New Bedford and the *Lycia* of Fairhaven, did not speak either of them - as we were too much engaged just then, the *Lycia* hailed us when she saw our boats going into the ice shouting at the top of their lungs it's a fin back "very kind indeed as Samuel Weller" would say wonder what they thought of the fin back, when they saw the boats towing a bow head to the ship. After securing the whale took supper and commenced cutting at $\frac{1}{4}$ of 10 P. M. and finished at 2.20 A. M. rather late work on would suppose who was unacquainted with the latitude, the sun sets below the horizon for a few hours, but gives us no sight, his course is distinctly visible from the setting point in the West to the North



1852 In the Sea of Kamtschatka

and then to the East, when he again emerges from the horizon his rays constantly illuminating the heavens some distance from the horizon whilst he is below it, in intensity equal to the light midway between early dawn and sunrise so that we are far from groping in darkness. At 6 A.M. raised another bowhead lowered 1st 2nd and 3rd boats but lost the run of him in the ice.

Lat. by Obs. 60° 38' N.
Long. .. Chron 172° 7' E

Wednesday June 2nd Began with beautiful weather and light wind from S.W. steering N.W. 1/2 N. running along the land three ships in sight, the *Jenny Murray*, the *Lycia* and another name unknown, at 5 P.M. started the works and commenced boiling, at 6 set try watches, the starboard watch below, middle part wind hauly to N.E. ship hauling N.W. after part wind hauly to the South running in toward the land several ships in sight.

Lat. by Acct. 61° 15' N.
Long. .. D^o 174° 30' E

Thursday June 3rd Began with beautiful weather and moderate wind from S. S.W. steering N.E. the watch employed in boiling, plenty of humpbacks in sight, but not the sign of a bowhead, the ice too has almost entirely disappeared but a few days since there were immense quantities of it here, which may have been either dissolved or drifted further North at any rate it is no longer here. The most of the fleet which came here a month since have left for the Ochotsk and there is no doubt 300 seal of whalmen in that sea should they make a capture of it there, when the arrival of the fleet at Oahu there will not be barbarous enough in the place to share them, their voyage will be so

Bound to the Arctic or Polar Seas

lengthened. It may be our fate here that will be transfigured into knights of the rueful countenance, but the ice having broken up so much earlier this season than last, we confidently look forward to a good season in the Arctic, at any rate we feel disposed to risk our chance here, middle part wine light from the same quarter course the same, after part wind and course the same, cooled down at 11 A.M. the whale turning up on deck 150 barrels of oil

Lat. by Obs. 61° 55' N.
Long. .. Chron 175° 42' E

Friday June 4th Begin with fine weather and light breeze from S.W. steering N.E. & E. running along the land which is erroneously laid down on the general chart both in shape and latitude. At 1 P.M. spoke the Bremen ship Otcheite one whale this season, she reported the total loss of the ship Huntress of New Bedford on the island of Karaginsky in the coast of Karatychetta being the first loss we have heard of this season. She was lost in the month of April and her crew were divided among the shipping which happened to be near at hand, middle part thick fog and a dead calm, at an early hour commenced stowing down, at 9 A.M. a breeze springs up from S.W. hauled aback the main yard, hauled to S.E. remainder of the day thick fog

Lat. by Acct. 62° 10' N.
Long. .. D^o 176° 50' E

Saturday June 5th Begin with a dense fog and light breeze from S.W. hauling S.E. laying with main yard aback, the crew employed in stowing down, at 1 P.M. the fog lifts up a little saw two ships one in each quarter kept her off N.E. spoke the Albion Alexander of New Bedford

1852 In the Sea of Kamtschatka

We barely whale oil since leaving home a year since, also counted 12 ships from off deck a number of them lying at anchor. At 7 P.M. spoke the Betsey Williams of Stonington 1 California gray since we saw her last making 25 barrels. This afternoon finished stowing down our oil about 125 barrels. The Betsey Williams reports plenty of ice but a short distance from us effectually stopping all further progress North at present, which accounts for the ships at anchor this afternoon. The ice however they say is melting fast. Two or three of the ships have taken a California gray each. At 9 P.M. sounded and found bottom at 14 fathoms, immediately kept her off E. middle watch sounded again with the same depth. After part luffed up to the wind heading S. by W. also got up larboard chain and bent it on to the anchor, remainder of the day thick fog

Lat. by Acct. 61.40 N.
Long. " D^o 176.10 E

Sunday June 6th Began with a thick fog and light-
air from the Westward heading S. by W. at 3 P.M. sounded
and found 40 fathoms of water, middle pent still foggy
wind the same, after pent spoke the Kutuzoff of New
Bedford nothing this season, also saw the ice apparently
very thick, remainder of the day standing off and on

Lat. by Acct. 62.00 N.
Long. " D^o 176.20 E

Monday June 7th Began with a thick fog and
light winds from W. S. W. heading N. W. plenty of ice
in sight. At 1 P.M. began to clear away a little
saw the ice abed land about 10 miles distant also
counted 9 ships, spoke the Albion nothing since we
saw her last at 5 P.M. came in thick again were

Bound to the Arctic or Polar Sea

ship heaving to by the middle part almost calm lying off and on, after we saw 20 ships and not one of them either cutting or boiling, spoke the Dover of New London 1 bow head and 2 ripsacks this season making 160 barrels of oil. Upon reaching the ice saw great numbers of walrus scattered along on its surface in pods of 10 or a dozen, their large tusks glittering in the sun, many were also seen in the water swimming along toward the ice lowered 1st 2nd and 3rd boats and went into the ice. The walrus appeared to be very timid dreading the approach of man, and on the least appearance of danger dragging along their unwieldy carcass to the edge of the ice, tumbling themselves headlong in any other way which way most convenient into the water making a great splashing as they fell. The matey boat pulled up to a large cake of ice in which were about a dozen of them, as soon as the boat struck the ice the crew sprang upon it and started for them on the full run, when such another rolling, wallowing, scratching and tumbling of them was among them would seldom be witnessed, a flock of sheep with a strange dog among them would not cut up more antics than they did, and as large and clumsy as they were, they all succeeded in rolling into the water except one large bull which they killed with lance and iron pole, plying them vigorously over his head, they soon after killed another the 3rd mate also killed one, having skinned them with the blubber adhering to the skin, the carcass was set adrift and the remainder towed to the ship. During the rest of the day calm and clear. Cape Thaddeus plain in sight 50 miles distant bearing N. by compass.

Lat. by Double Alt. 61° 50' N.
Long. " Chron 178° 16' E

1852 In the Sea of Kamtschatka

Tuesday June 8th Began with a calm the ship lying about a mile from the ice plenty of ships in sight with their boats down in pursuit of walrus, and others lying with their main yards aback, waiting for the whales to come along or the ice to break up on or both. When we lowered all four boats and started into the ice after walrus. The third mate only, obtained one which he brought on board the mate tackled two of them with lance, when they both pitched off the ice together one on each side of his boat, the tug of one of them hooking into the gunwale on one side and the tug of the other going through the boat on the other side. It was a narrow escape for had they gone into the boat instead of on either side of her, their immense weight would have dashed her to atoms and perhaps proved fatal to her entire crew. At 4 P.M. the weather coming in thick and foggy the boats were called on board and hoisted up a little puff of air springing up from the S.W. were around head off the ice. We are now as far North as we can get at present, the ice a few miles from us being very thick and solid, but the weather is making sea inroad in it and we are in hope in the course of two or three weeks of being able to effect a passage into the Arctic, middle and after party a dead calm counted 16 ships.

Lat. by Obs. 61° 59' N.
Long. " Chron 179° 15' E.

Wednesday June 9th Began with light wind from N.E. becoming S.E. by E. the ice had shifted 10 or 15 miles during the night moving to the Northwest, at 3 P.M. spoke the Decline nothing this morn., she had seen two whales to day, during the day we also saw a whale making the best of his way to the ice, but a drizzling rain set in and we did not lower, also saw a ship cutting to windward of us

Bound to the Arctic or Polar Sea

it appeared to be a stick, not much blasted, suppose it was a bowhead that some ship had been fast to and finding him running into the ice and that breaking up this ship was fortunate enough to pick him up, we did not know the ship's middle and after part foggy, at 12 M. light up a little and fog clear up, any quantity of ice in every direction.

Lat. by Obj. 62° 3' N
Long. " Chron. 179° 8' E

Thursday. June 10th Began with light air from N. E. lugging with main yard aback the ice close to, spoke the Albin again nothing new we saw her, braced forward again and endeavored to pick our way between the large fields of floating ice of great length and very solid. At 6 P. M. saw a bowhead close to the ship, hauled 1st and 2^d hauls, no sooner had the boat touched the water than a thick fog set in, they saw him once more and were compelled to come on board, middle part light wind and foggy after part clear up saw Cape Theddley, about 25 miles distant and plenty of Walrus floating on the ice some cakes having a layer on it, remainder of the day picking our way through the ice toward the land when we saw a clear sea

Lat. by Obj. 62° 20' N
Long. " Chron. 179° 30' E

Friday June 11th Began with fresh breeze from the Southward running through the ice to get under the land at 3 P. M. came into an open space between the main ice and the shore ice some 5 or 6 miles in width and counted 19 ships, the breeze also fresh very fast with every appearance of a gale of wind coming on, took in foreail and mainail and double reefed the topsails, and made preparatory to beat about in this 6 mile pond, as it was impossible

1852

Off Cape St. Thaddeus

for us to get out, middle and after parts, a moderate gale
of wind from Southward, plenty of bowhead, all around the
ship, presume the ice has become so packed the whales have
been driven out of it, too rugged to lower

Lat. by Acct 62° 26' N.
Long. " D. 179° 35' E

Saturday June 12th Began with a gale of wind from the
Southward blowing off and on the land plenty of bowhead
in sight and continual cry from off deck of them the blow
but cannot lower in account of the weather, this is a severe
trial for us to be tied up in this manner, as much as we went
whale, plenty of them around us and we compelled to stand
and look at them, and quite a number of ships in the
same predicament as ourselves, middle part thick fog, saw
plenty of whale close to the ship, at 6 A.M. the fog lifted a
little saw two whale, lowered all 4 boats but could not
get on them, After breakfast lowered all the boats again, but
with no better success and they were called on board, at
11 A.M. lowered 1st, 2nd and 3rd boats after another whale
remained of the day, the boats chasing whale, saw one
ship cutting supposed the Adelie

Lat. by Acct 62° 16' N.
Long. " D. 179° 45' E

Sunday June 13th Began with cloudy weather and
light wind from the Southward the boats still chasing
whale, whilst our boats were down another ship two miles
eastern of us lowered her boats and followed us after us,
We had our 4th boat on the crane, which we immediately
lowered and sent off in an opposite direction from the whale
pulling and heaving as if for life. The rose took one of the
boats turned about around and pulled after her tagging

Bound to the Arctic or Polar Sea

with night and morn, after leading them some distance astern, our boat pulled to the ship the stranger no doubt wishing her all kinds of good luck, at 2 P.M. our boat came on board being unable to fasten. During the afternoon saw the Albion take a whale alongside, in two hours after saw her bore him middle part a light breeze springs up from the Westward kept her off S.E. but in a short time was compelled to huff to the wind in account of ice, in the morning counted 30 seals from mast head & of them cutting or boiling, after part thick fog

Lat. by Acct. 63° 10' N.

Long. " Chron. 179° 20' E

Monday June 14th Began with a thick fog, at 2 P.M. light up spoke the Gen^l Williams of New London boiling her first whale this season, the wind also hauled to the Eastward and rain sets in the ship heading S. by E. plenty of ice in sight. At 6 P.M. furled main-top-gallant sail and main-sail intending to remain under easy sail, as the weather was thick and rainy and ice all around by middle part thick and rainy after part spoke the Orozimbo boiling her 4th whale this season

Lat. by Double Alt. 63° 08' N.

Long. " Chron. 178° 1' W

Tuesday June 15th Began with a thick fog, rain from W. S. W. lying with main yard aback. At 1 P.M. lay up broad forward and stood on 14 ships in sight and plenty of ice. At 5 P.M. commencing raining, saw the Albion take a whale alongside, during the afternoon beating to windward middle part saw two whales making for the ice, after part standing to the Westward wind S. S. W. Cape Thaddeus plain in sight - 35 miles distant plenty of ships in sight - 4 boiling 1 cutting

Lat. by Obs. 62° 38' N.

Long. " Chron. 179° 10' W

1852 In the Sea of Kamtschatka

Wednesday June 16th Began with moderate wind from the Southward heading to the Westward endeavoring to weather a large field of packed ice. At 3 P.M. a thick fog set in at 5 were ship heading S.E. by S. middle part wind the same at 3 A.M. were ship having fallen in with thick ice, after part spoke the George Washington of Wareham nothing this season also heard from the Braganza two wheeled this season

Lat. by Acct. 62. 00 N
Long. " D: 178. 00 W

Thursday June 17th Began with a thick fog wind S.P.W. heading to the Westward, the George Washington lying close by us, Capt. Gibb of the Hurtryp was on board, he stated that after his ship was lost, they remained a month on shore, most of them living in a cave, the remainder in a house they had erected on the island, many of the crew were badly frost bitten, one of them will lose both his feet. When they were taken off they had a small schooner partly finished in which they intended to leave. Their sufferings must have been severe in that cold climate in the month of April in 57th North. At 7 P.M. day up saw the land about 40 miles distant, a light breeze springs up from S.E. steering S.W. saw whale, lowered all the boats, at 9 came on board could not strike. At 10 A.M. lowered again plenty of whale in sight but very shy. the 2nd mate struck and the mate killed him before he could reach the ice, remainder of the day calm the boats towing

Lat. by Ob. 62. 04 N
Long. " Chron 178. 40 W

Friday June 18th Began with a dead calm the boats towing the whale to the ship, at 1 P.M. had him secured alongside the ship, at 1.35 commenced cutting and finished



Bound to the Arctic or Polar Sea

at 5.15 the ship having drifted almost into the ice, luckily a breeze sprang up from the Eastward directly off the ice, a thick fog also set in, plenty of whalys along the edge of the ice, which is close packed so that we dare not strike near to it, as we would lose both the whale and the line, middle part the fog lights up a little saw two whalys, the watch lowered for them but could not get on, At 5 A. M. saw a large bowhead within a ships length, the mate lowered and just as he was going on the whale settled, did not follow him it being a thick fog, remainder of the day boiling

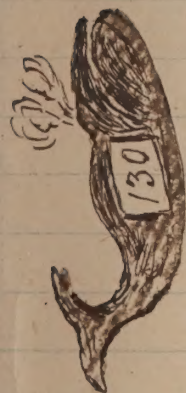
Lat. by Acct. 62.00 N.
Long. " D^o 179.00 W

Saturday June 19th Begins with a thick fog and moderate breeze from N.E. laying off and on the ice, the watch employed in boiling, during the afternoon lights up a few minutes, saw a large ship to leeward boiling, middle part thick fog, after part lights up a little, saw whalys lowered but could not get on, remainder of the day boiling

Lat. by Obs. 62.00 N.
Long. " Chron. 179.26 W.

Sunday June 20th Begins with a thick fog and light winds from the Northward beading off the ice, at 5 P. M. night boiling, at 6 the fog lights up, saw plenty of whalys toward all the boats, at 1/2 past 9 they returned could not strike, saw 9 ships, several of them boiling and cutting, also saw the land bearing N. W. 60 miles off, middle part wind and weather the same, at 5 A. M. saw several whalys, lowered 1st and 3rd boats the mate struck, the 2nd mate then lowered and killed the whale, cut him in, in 2 hours and 38 minutes, remainder of the day thick fog

Lat. by Acct 62.05 N.
Long. " D^o 179.25 W



1852 In the Sea of Kamtschatka

Monday June 21st Began with a thick fog and light air, from the Northward standing along under easy sail. At 2 P. M. started the work, at 5 lights up saw plenty of ships, most of them boiling, at 6 thick fog, middle part drizzling rain wind N. W. heaved wholly blowing near the ship, the 3rd mate lowered but could not see them, after part thick fog, the crew employed in boiling and stowing down

Lat. by Acet. 61° 50' N
Long. " D^o 179° 15' W

Tuesday June 22nd Began with a thick fog and light air from the Northward steering to the Eastward the crew employed in boiling and stowing down, at 6 P. M. the wind N. W. E. heaving E. by S. middle part thick fog after part fog the sun curled down at 10 A. M. also stowed down, had a glimpse of the land about 50 miles distant

Lat. by Acet 62° 10' N
Long. " D^o 179° 30' W

Wednesday June 23rd Began with light air from the Southward, at 1 P. M. lights up saw whaly close to the ice lowered all 4 boats, the 3rd mate went on ice and his boatmen missed him pitching his iron spoke the Louise of New Bedford on whale this season saw the Moctezuma boiling heard of her having 8 whaly spoke the Otakeite of Bremen 5 whaly this season middle part thick fog, at an early hour lights up saw whaly lowered all the boats but the fog setting in did not strike, called the boats on board, at half past 11 saw whaly again lowered all the boats, remainder of the day clear

Lat. by Alg. 61° 54' N
Long. " Chron 179° 15' W

Bound to the Arctic or Polar Sea

Thursday June 24th Began with clear weather and light-
ing from the Westward laying off and on the ice, plenty of whales
in the ice and the boats all there, but found the whales very
wild, at 4 P.M. the boats returned, at 5 lowered again, spoke the
Skenck Canal of New London, 9 whales this season, also the George
Washington of New Bedford 6 whales this season saw her turn up
another whale making her 7 whales, at 8 P.M. the boats returned, set
main sail standing off the ice, middle and after part, wind W.N.W.

Lat. by Acct. 62° 10' N

Long. " D^r 179° 10' W

Friday June 25th Began with a thick fog laying with main-
yard aback head to the Northward wind from the Westward
middle part wind heavy to the Eastward laying off and on the
ice, at 4 A.M. the fog light up saw 6 ships, one of them boiling
also seized whale hauled 1st 2nd and 3rd boats, in a short time
the 3rd mate struck, when the whale started at full speed
for the ice which he succeeded in reaching and plunged into
it, taking the line the boats cleaved in after him, and when
he came up the 3rd mate succeeded in killing him, a thick
then set in and it was very doubtful whether we would
save him, they however stuck to him and ferreted their
way out with the whale in tow, the ship firing guns and
blowing horn to let them know her position. About 8 A.M.
we had the satisfaction of seeing them in the fog close to, when
he was speedily secured alongside, at half past 9 commenced
cutting and finished in 3 1/2 hours, remainder of the day
the fog as thick as ever with every prospect of remaining so

Lat. by Acct 62° 05' N.

Long. " D^r 179° 20' W

Saturday June 26th Began with a thick fog wind from
the Eastward, the ship laying with main yard aback in the



1852

In the Sea of Kamtschatka



vicinity of the ice. At 6 P.M. started the work, middle part foggy and clear by spells, at an early hour the fog lights up saw a number of whales and ships, among the Seine 3 whales this season, lowered 1st 2nd and 3rd boats, the 1st mate struck and his boatsteerer killed him with his iron, as the whale turned up he pitched and sunk, the boats held on to him and raised him to within 20 fathoms of the surface and after two hours hard toil were compelled to cut from him and let him go to the bottom where he now lies. It was blowing half a gale of wind at the time and the boats were nearly swamped or they would have saved him. They returned to the ship and having coiled their line, the 1st 2nd and 3rd mates started again, the 2nd mate taking the 4th mate as boatsteerer, his own having hurt his hand with the first whale. The mate struck again and the 2nd mate coming up his boatsteerer killed him with his iron. Also cooled down the work, remainder of the day the boats fast and the whale sporting thick blood, a very rugged sea and blowing half a gale of wind from N. N. E.

Lat. by Obs. 61° 49' N.
Long. " Chron 179° 42' E

Sunday June 27th Began, with half a gale of wind from N. N. E. the boats still fast, at 2 P.M. had the whale alongside, a very large cow, plenty of whales in sight, after dinner were around and commenced cutting but in an hour time were compelled to give it up for the present, and started the work, intending to lay by the whale until the weather moderated, the ship heaving to the E by N. under fore sail and reefed mizzen topsail middle part wind and sea on the increase, after part were near cutting fully and began to cut but were compelled to give it up again, it blowing now a gale

Bound to the Arctic or Polar Sea

of wind, parted both fluke chain and the hanger around the fin and the whale went adrift, put another iron into him and secured him alongside of the ship, the try work, in full operation, during the night and forenoon saw a great many whales.

Lat. by Obs. 61° 28' N
Long. " Chron. 179° 7' E

Monday June 28th Began with a gale of wind from N. W. E. to N. E. and a very ugly sea running, employment in boiling. At 4 P. M. cooled down it blowing too heavy to boil, also found the forecail and main spence, and plenty of whales around the ship, she lay like a cradle and kept her whale alongside admirably. At 7 P. M. moderate a little, at 3 A. M. picked up stranger than ever at 7 both fluke chain and part, veered out the whole length of the hanger and let her lay at that, remainder of the day a gale of wind from N. E.

Lat. by Obs. 61° 16' N
Long. " Chron. 178° 42' E

Tuesday June 29th Began with a gale of wind from N. E. laying by the whale head to the Westward, during the afternoon lull a little, at 6 P. M. hauled the whale alongside but found it too rugged to attempt any thing at present, veered out the whole scope of the hanger again to wait for better weather. We have now been laying by him rising 48 hours and he is considerable, blasted, still however we are in hope of sewing him, for the toil and trouble we have had with him thus far is almost incredible, this afternoon saw two ships under short sail. Middle part wind lull a little, at 1 A. M. hauled the whale alongside and commenced cutting, the wind also began to pick up, we however persisted in spite of wind and weather until we finished sewing our whale, passed two

1852 In the Sea of Kamtschatka

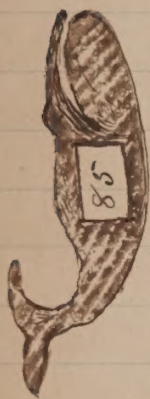
ship, cutting, they also had lain by their whaly, at 11 A.M. started the work, remainder of the day a gale of wind from N.E. heading E. by S.

Lat. by Ob. 61° 07' N
Long. " Chron 178° 30' E

Wednesday June 30th Bering with a moderate gale of wind from N.E. and raining, the weather cold and unpleasant the ship heading E. by S. the watch employed in boiling middle part wind fishing with snow and rain. At 4 A.M. moderately commenced stowing down, saw 4 ships all boiling also raised a dead whale from mast head, the 2nd mate brown and proceeded to it and soon set his watch as a signal that it was worth taking, remainder of the day weather still moderating, the crew employed in boiling and stowing down, one boat towing the whale to the ship

Lat. by Ob. 61° 50' N
Long. " Chron 177° 38' E

Thursday July 1st Bering with light air from N.E. the crew employed in boiling and stowing down, also sent another boat to assist in towing the dead whale, at 1 P.M. had the whale alongside and richly did he merit the appellation of "stricken" the barn had dropped from his hump and the body was fast approaching dissolution of the villainous effluvia from him bore ample testimony to, we however stopped stowing down and cut him in believing we should realize some 70 or 80 barrels of oil from him. This afternoon spoke the little Liverpool 3 bar headed and 1 right whale this season, also heard from the Gideon Herold and 10 whaly this season, when spoken some time since, middle part employed in boiling, after part employed in boiling and



Bound to the Arctic or Polar Sea

and stowing down, wind from the Southward steering E. by S. three ships in sight two of them boiling no whale seen these 24 hours

Lat. by Ob. $61^{\circ} 02' N$
Long. " Chron $178^{\circ} 27' E$

Friday July 2nd Began with moderate weather and a good breeze from S.W. steering E.N.E. the crew engaged in boiling and stowing down two ships in sight, at 7 P.M. spoke the Minerva 3 whales this season two of them picked up was a bow head, the other a sperm whale making 60 barrels of oil, also the Weymouth of Sag Harbor, one stricken this season, we have also heard of the total loss of the Metacomb of New Bedford at the same place where the Huntress was lost, also cooled down, raised a right whale near the ship but did not lower, middle part light breeze from S.W. steering N.E. by N. after part wind haul to S.W. course the same the crew employed in stowing down

Lat. by Ob. $61^{\circ} 25' N$
Long. " Chron $179^{\circ} 44' E$

Saturday July 3rd Began with hazy weather and light breeze from S.E. steering N.E. by N. the crew employed in stowing down, at 2 P.M. sets in thick fog steering N.N.E. at 5 P.M. finished stowing down for to day, having stowed off the main hatchway in the lower hold, at 6 P.M. passed a ship boiling on the other tack, could just see her hull under the fog middle part wind the same and light with fog squally course N.E. by N. after part wind and course the same with clear weather 3 ships in sight

Lat. by Ob. $62^{\circ} 26' N$
Long. " Chron $176^{\circ} 57' W$

Sunday July 4th Began with good weather and light wind from S.E. steering by the wind ship heading E.N.E.

1852 In the Sea of Kamtschatka

middle part almost a dead calm, at 3 A.M. a light breeze springs up from the Northward steering S. E. after part fair weather and a good breeze course the same, nothing in sight these 24 hours

Lat. by Ob. $61^{\circ}38'N$
Long. .. Chron $175^{\circ}32'W$

Monday July 5th Began with fine weather and a good breeze from the Northward steering S. by E. directing our course toward Goree or St. Matthew's Island when we saw plenty of whales in July left in hope of being able to find them there again this season, during the afternoon saw one humpback middle part fresh breeze from the Northward course the same, at 3 A.M. altered her course to N. E. after part wind and course the same

Lat. by Double Alt. $61^{\circ}08'N$
Long. .. Chron $175^{\circ}34'W$

Tuesday July 6th Began with thick cloudy weather and strong breeze from N. W. heading up N. E. by N. nothing in sight having come directly across the ground when we expected to find whales, at 7 P. M. thick fog. middle part wind and course the same, at an early hour the fog lifted up and cleared up, the wind also having run to the Westward the ship heading N. $\frac{1}{2}$ E., at 9 A. M. raised the land on the weather bow 45 miles off, being the West end of St. Lawrence Island, after part heading in toward the land. The ice was entirely gone from the island and no snow was visible except in the crevices of the mountains

Lat. by Ob. $62^{\circ}48'N$
Long. .. Chron $171^{\circ}19'W$

Wednesday July 7th Began with fine weather and

Bound to the Arctic or Polar Sea

strong breeze from W. N. W. heading N. $\frac{1}{2}$ E. off the mouth of the bay at 3 P. M. tacked ship heading S. W. by W. at 10 P. M. wind heavy to W. S. W. heading N. W. remainder of the day occasional fogs occasionally raised the land on the opposite side of the straits

Lat. by Ob. $63^{\circ} 28' N.$
Long. " Chron $172^{\circ} 57' W.$

Thursday July 8th Began with fine weather and moderate wind from W. S. W. heading N. W. by W. standing across toward the land at the entrance of the straits, saw a whale spout about a mile off could not tell what he way, lowered 1st 2nd and 3rd boats but could not strike. Also spoke the Harve of Bremen three whaling this season, she reported 35 or 40 seal at Cape Theddley averaging from 5 to 10 whaling each, the Ocean 10, the Arctick 6. Alice Mendall 5 striking, she also saw a ship burn up and sink off the Cape but did not know her name or when she belonged, at 10 P. M. spoke the Thron of Sydney two whaling this season, she had been set on fire at Hongkong by two of the crew who are now in prison awaiting their trial, one of them deserted from us at Oahu, she reports the Citizen 9 whaling, middle part thick fog, after part fog continues wind heavy to S. S. W. the ship heading W. $\frac{1}{2}$ N. spoke the Cherokee one whaling this season

Lat. by Ob. $63^{\circ} 53' N.$
Long. " Chron $174^{\circ} 00' W.$

Friday July 9th Began with thick weather wind S. S. W. heading W. during the afternoon light up a little, no whaling in sight but californian grays, middle part wind the same and foggy, at 5 A. M. light up a little saw the Cherokee also raised another bark boiling, after part thick fog.

Lat. by Acct. $63^{\circ} 45' N.$
Long. " D^r $174^{\circ} 40' W.$

1852 In the Sea of Kamtschatka

Saturday July 10th Began with a thick fog and light-
ing from S. W. heading S. E. by S. at 5 P. M. tacked ship
heading W. by N. middle part light wind from the same
quarter with thick fog, after part was ship heading to the
Southward

Lat. by Double Alt. $63^{\circ} 33' N.$
Long. .. Chron. $174^{\circ} 13' W.$

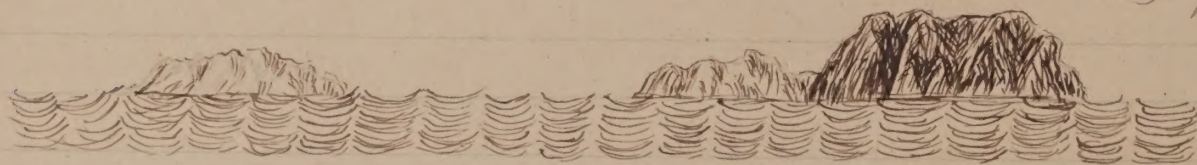
Sunday July 11th Began with fresh breeze from W. S. W.
and a thick fog steering S. S. E. directing our course again
toward St. Matthew island, middle part wind the same
and growing lighter, at an early hour the fog lights up
beautifully and the wind becomes lighter, after part fair
weather wind and way the same

Lat. by Alt. $61^{\circ} 29' N.$
Long. .. Chron. $172^{\circ} 47' W.$

Monday July 12th Began with fair weather and light-
ing from S. W. heading S. E. by S. Bear island in sight from
off deck 3 points on our weather bow 50 miles distant
At 5 P. M. the wind hauls to S. E. tacked ship heading
S. S. W.

St. Matthews I.

Bear I. 30 miles off



Bear Island a small island very high and 5 miles distant
from St. Matthew has no name on the chart and is
called Bear Island by the whaling fleet on account of
large white polar bears which are very numerous there
two of which we captured here last season, middle part

Bound to the Arctic or Polar Sea

windy foggy and hauly to E. S. E. with fog and rain steering S. W. at 3 P. M. kept her up S. S. W. raised two sail one of them proved to be the Seine, the other was the Dromedary of New London oil not known, also heard the name of the ship burnt a short time since at Cape Thaddeus, it was the Warren of Warren Capt. Heath, the fire took in the run among the coal, supposed to be caused by spontaneous combustion, remainder of the day half a gale of wind from E. S. E. with rain and fog

Lat. by Acct 60° 00' N.
Long. " D^o 175° 05' W

Tuesday July 13th Began with half a gale of wind from E. S. E. with fog and rain the ship lay by with main yard aback. At 2 P. M. double reefed the topsails and braced foreward heading S. by W. middle and after parts thick fog and rugged weather

Lat. by Acct. 59° 10' N.
Long. " D^o 176° 11' W

Wednesday July 14th Began with a thick fog and rugged weather heading S. S. W. when ship heading to the Eastward the weather also moderated, made sail. At 6 P. M. the fog lifted up saw a ship also raised whaler on our weather beam, middle part wind hauly to the Westward heading N. W. by N. at an early hour the fog shut in again remainder of the day thick fog, wind and course the same, about meridian light up for a few minutes

Lat. by Obs. 61° 30' N
Long. " Obs 175° 1' W

Thursday July 15th Began with a thick fog and moderate breeze from the Westward steering N. W. by N. At 3 P. M. light up a little while saw a ship two points on our weather bow

1852 In the Sea of Kamtschatka

Heaving as we were, in half an hour thick fog, saw a ship
two points in the weather bore middle part wind freshen,
and haul to the Eastward and freshen steering W. by S.
at 7 A.M. passed a ship standing to the Northward, remainder
of the day half a gale of wind from the Eastward with rain
and fog course the same, double reefed the topsails and
furled mainsail and mizen topsail

Lat. by Acc. 62° 00' N.
Long. " D^r 179° 50' W

Friday July 16th Began with half a gale of wind from
the Eastward steering W. by S. at 1 P.M. altered her course
to W. raining hard and foggy, double reefed the maintop sail
at 6 P.M. heaved up to the wind heading N. 1/2 E. middle part
thick fog wind the same and moderating, after part wind
haul to N. and began to freshen, at 11 A.M. the fog light up
saw the land directly ahead 15 miles off, remainder of the day
good weather

Lat. by Alb. 62° 34' N.
Long. " Chron. 179° 50' E.

Saturday July 17th Began with light air from the
Northward steering in toward the land, at 1 P.M. were aware
head off the land, during the afternoon air grew almost to
a calm, raised two sails, at 4 P.M. a light air springs up from
the Southward kept her off N. by E.
Cape St. Thaddeus bearing N. N. W 20 miles distant



Bound to the Arctic or Polar Sea

middle part wind moderates from the Westward cross the same
after pint fishing from the same quarter steering N. W. by N. running
along the western shore of the Arctic Sea with fine weather

Lat. by Obs. 63° 30' N.
Long. " Chron 179° 30' E

Sunday July 18th Began with beautiful weather and fresh
breezy from the Westward steering N. E. to keep off the land as
we found here a strong current setting to the Southward. At
2 P. M. seized a harhead close to the ship, the mate lowered
for him but could not get near him, also saw two ships
At 6 P. M. spoke them when they proved to be the Republic of
Bremen and the Menkay of New Bedford, the Menkay has
5 whaly taken off Cape Whaddley she is 11 months out. The Republic
had taken 6 whaly one of them a dead one, they reported the
fleet here some 40 or 50 ships had done as follows, one third averaging
10 whaly, another third 5 whaly and the balance nothing
The Menkay had been to Bear Island where last season
we had a desperate encounter with two of them which we
succeeded in killing and taking to the ship. They also had a
brush with the bear, which instead of a comedy came very
near terminating in a tragedy. Capt. Pease with a boat
crew to the island, upon reaching it they discovered a huge
fellow, with his long, shaggy, white coat slowly descending
an almost perpendicular cliff, the descent was so steep he was
compelled to come down stern foremost, letting himself down
carefully and gradually, and ever and anon some large
fragment loosened by his great weight would come crashing
down the precipice with a loud noise and fall splashing into
the water. Bruin kept his hold descending slowly, like
an old settler inured to this mode of travelling. The Captain
pulled up to a convenient distance, and being provided with
a double barrelled gun, deliberately gave him the contents of

1852 In the Sea of Anadir

one barrel which took effect in his shoulder blade. This sudden and unexpected salute from behind, brought the bear to a dead halt, when turning his head, he began to recommit his opponent which not exactly relishing and deeming discretion the better part of valor, he forthwith began to ascend, causing a shower of stones to tumble about in every direction in his accelerated motion, a stone however was sent to his further progress by a ball from the other barrel which broke his leg and brought him rolling over and over down the cliff, he however recovered himself and gaining a cavity stood at bay. The boat then struck the shore and one of the crew taking a lance proceeded to dispatch him, when within a few yards of him, the bear sallied and sprang at him from three legs a distance of 10 or 12 feet just missing him; when the seaman plunged the lance into him causing his death, had the bear succeeded in striking him with his paw so unwieldy is it and so long the claw, he would have torn his bowels out in an instant. This species of bear does not like the black bear grapple with its victim and hug him to death with their rugged embrace, but strike with their fore paws and their long claw would rip a person down. The Mate with another boat's crew including the Baptizing brother a lad of about 17 years of age, landed on the island a short distance from where the foregoing scene was enacting and were very near being the sad spectators of seeing one of their own number torn to pieces by one of these enraged monsters. After landing they had gone but a few paces, before they saw four or five bears upon an eminence some lying down, some sitting on their haunches, and altho' armed only with a lance and harpoon they walked up to them as unconcernedly as if they were about to examine a drove of cattle the bears not taking the least notice of them. Among them was an old she one with a cub

Bound to the Arctic or Polar Seas

weighing about 300 pounds and without any further ceremony, they plunged the lance into the cub. In an instant the infuriated parent, become desperate by this unprovoked attack on her offspring rushed upon the nearest of his aggressors, which proved to be the Captain's brother, who was compelled to run for his life, being unarmed. The bear started in hot pursuit, and she in turn was followed by the mate and the balance of the boat's crew without a single firearm among them, the remainder of the bear remained silent spectators of the scene apparently unwilling to take any part in the matter. Onward and onward sped the pursuer and the pursued, every nerve and muscle strained to its utmost tension, the one flying for life and all that was dear to him, knowing that one false step would subject him to the most cruel death the imagination can well conceive of, that of being torn to pieces by a wild beast, the hot steam from the panting nostrils of the blood thirsty animal fanning his neck and exciting him to superhuman exertions. The bear pursuing to take life and glut her vengeance in the hearty blood of the unfortunate youth, with distended jaws and blood shot eyes, maddened by the loss of her young, advancing rapidly with giant strides to consummate her revenge. On they flew neither party gaining on the other, so near was the bear that several times she stopped and squatting on her haunches with uplifted paw endeavored to strike the fatal blow and the sudden check in her motion gave young Pease an opportunity to gain a footstep and avoid the blow when she would again dash on after him. Their course now led them toward the brink of a precipice some 60 feet in height and as they veered toward it, the Mate who was still pursuing the bear, caught sight of a boat when with a cry of despair he called out to the Captain for God's sake to fire, but so horror stricken was he at the awful spectacle before him that it bewildered him and

1852 In the Sea of Anadir

the next minute they were on the brink of the precipice. The youth halted for a second as if to collect his scattered thoughts, when the bear again struck, stripping both his wooden shirt from off his back and lacerating it cruelly, the wounds of which the not dangerous are still unhealed, the bear was a few inches too far off. Another second beheld them both in the air, both had taken the leap and sprung from the precipice. Some 20 feet down, a shelving rock jutted out on which Pease landed safe and unharmed, save a few slight contusions, whilst the bear went over him and struck the water beneath, upon emerging from which he lay at rest on the boat which she attacked and was instantly killed. The boat belonged to a Dutch ship whaling there. The mate retraced his steps and seeing the bear again fastened to one of them in the rump with his iron and called out to his crew to haul him which they did. The bear hauling one way and they the other the net tore out and Bruin escaped. Depend upon it if such winter carelessness is used in these bear excursions the season will not pass away without a melancholy loss of life. The young man after shaking the snow off him, succeeded in getting down the cliff and was taken into the boat and conveyed to his ship. During the night two more ships were seen astern, standing to the Westward, remnants of the day nearly calm with fog and rain.

Lat. by Acct. 63° 51' N.
 Long. " D^o 179° 55' E

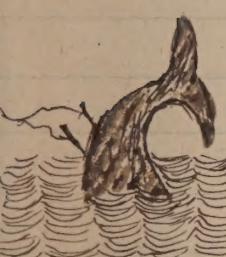
Monday July 19th Began with a calm and a rain storm 3 ships in sight, at 5 P. M. clear up beautifully middle part a breeze springs up from S. W. steering to the Northward, at 3 A. M. raised a barkhead, lowered 1st 2nd and 3rd boats and shortly afterwards the 4th boat

Bound to the Arctic or Polar Sea



but the whale was going too fast and the boats were called on board. At 6 A. M. saw 6 or 7 whales, lowered 1st, 2nd and 3rd boats to ships in sight. plenty of whales in sight but very shy, appearing as tho' they had just struck on the ground and were feeding, after a great deal of chasing, the 3rd mate struck one just as he was turning fluky and succeeded in putting one iron into him the whale sounded to the bottom and in rolling broke the iron the boats then came on board at 11 A. M. for breakfast, having seen at least 50 whales, also saw one skin cutting and another boiling.

Sat. by Obs. 64° 20' N.
Long " Chron. 179° 18' W



Tuesday July 20th Began with fine weather and good breeze from the Southward plenty of whales in sight lowered all the boats, after some hard pulling as it was quite rugged, the mate succeeded in striking a large whale, the boatsteerer putting both irons in solid, the boat was going fast and ran over him, throwing the line out of the "chuck" and fouling it, when the boatsteerer cut it through mistake intending to cut the shut warp, and we lost the whale, a very large one, the boats were then called on board. At 6 P. M. humpbacks in sight but we bore head, having been running in among them and through them for 12 hours, middle part moderate breeze from N. W. on the wind, saw a bow head, the 2nd mate lowered but it coming on dark for about 20 minutes all the night we have here at present, he lost the run of him, after part nearly a dead calm.

Sat. by Obs. 64° 30' N.
Long " Chron. 179° 17' W

Wednesday July 21st Began with a calm spoke the

1852 In the Sea of Anadir

Waverly three bowheads this season and one grampsey making 25 barrels, at 3 P.M. a light breeze springs up from the East. heading N. at 11 P.M. haul beat the Waverley out of sight middle part half a gale of wind from S.E. double reefed the topsails, at an early hour made the land on our bow quarter, bow and weather bow, the land on our quarter being the long, low, narrow strip of land across the Gulf of the Holy Cross, the other the main land about 15 miles distant, we were up in the N.W. end of the Sea of Anadir in the night. At 6 A.M. tacked ship heading S.W. remainder of the day rain and fog, saw a number of rip-racks and one ship the Waverley

Lat. by Acct. 64° 45' N
Long. " D^o 176° 30' W

Thursday July 22nd Began with half a gale of wind from S.E. and a rugged sea shook the upper part of the topsails the weather moderating a little ship heading S.S.W. middle part almost calm. At 6 A.M. a light breeze springs up from N.W. steering S.E. two ships in sight, and a bark boiling, also saw the land and several humpbacks remainder of the day fine weather

Lat. by Ob. 64° 50' N.
Long. " Chron 177° 50' W.

Friday July 23rd Began with beautiful weather and light wind from the Westward steering S.E. set lower and foretopmast studding sails, the wind also kept heading to the S. and the fog sets in thick kept her S.S.E. At 6 P.M. took in the studding sails wind out from S. middle part wind growing lighter course the same plenty of carcasses in sight after part calm 10 ships in

Bound to the Arctic or Polar Sea

not one of them either boiling or cutting

Lat. by Obs. 64.41 N.

Long. Chron 175.35 W.

Saturday July 24th Began with a calm 11 ships in sight - and plenty of carcasses floating about in every direction. The land plain in sight - about 20 miles distant, some ships pretty handy to it who have been waiting all day to get off from it, taking advantage of every little easterly breeze, middle part light winds from S.E. heading off shore. At 9 A.M. a canoe with 9 natives came off, after reaching the ship a little boat hailed us, asking if we were American, on being answered in the affirmative, he enquired if they could come on board, on being told they could they came alongside and were soon on deck. Their boat was a small frame work covered with seal skin, their dress of moccasins, trousers fitting them well and frock all of deer skin, together with a cap of the same material, each man was furnished with a knife. Their arms consisted of slings with which they were very expert and bow and arrow they were also provided with whaling gear, lances with which they fasten to him, to each lance is attached about 20 fathoms of deer skin thong, at the end of this is affixed a seal skin inflated with air, the end being securely tied to prevent the escape of air, after throwing several of these lances into him with their buccys, he is unable to go down and being compelled to remain on the surface of the water he soon becomes an easy prey to them. The little fellow was a very intelligent lad and spoke the English language fluently, and when he became acquainted with it is a mystery to us. Their antipathy this season to the English is remarkable, they will not baffle one of their replies or hold any intercourse with them, which we cannot account for unless put up to it by Russian fur

1852 In the Sea of Anadir

travelling. After remaining with us a couple of hours and taking some refreshments they departed, remainder of the day cloudy and light wind from S. S. E. heading E.

Lat. by Acct. 64° 30' N.
Long. " D. 175° " W

Sunday July 25th Began with cloudy weather and light air from S. S. E. heading S. W. spoke the Mary Ann of Fairhaven 7 1/2 whals, this season 1300 altogether heard from the N. again 15 whals, the Orozimbo 12 Enterprise 10. Jefferson of Sag Harbor 15. Lydia of Fairhaven 11. the Sea 19. at 8 P. M. raised a bow head lowered all the boats but could not strike, at 7 P. M. saw 2 whals, lowered the boats again but the fog coming in lost the run of them

Lat. by Obs. 63° 59' N.
Long. " Chron 174° 40' W

Monday July 26th Began with light air from S. E. raised whals, lowered all the boats and chased until 9 P. M. 6 ships in sight and all had their boats down the whals were very plenty and shy, the instant an oar or paddle would strike the water they would hear it, the water also was so smooth, had there been any kind of breeze or in all probability we would have had one or two, missile sent toward the same, at 7 A. M. tacked ship heading to the Westward with a thick fog toward noon began to light up a little

Lat. by Obs. 63° 53' N.
Long. " Acct 175° 20' W

Tuesday July 27th Began with moderate breeze from the Southwestern, heading to the Westward the fog

Bound to the Arctic or Polar Sea

rising fast, saw 8 ships also raised whaly, towed all the boats, three of the ships fastened in sight of us, on the Vineyard of Edgartown & whaly this season. After considerable pulling the 2nd mate went on, his boatmen put in one iron solid and in denting the second cut off the first, so that when the whale straitened out the line, after taking out a little of it, it parted like a piece of pack thread and we lost him being the third in succession. A thick fog then set in and we stood on having called the boats on board heading to the Westward, middle part thick fog was ship, at 11 P.M. heading to the Eastward, at 6 A.M. the fog lights up a little raised two whaly, the 2nd mate however the fog set in and he came on board, after breakfast 1st and 2nd boats towed again and were soon lost in the fog for about 3 hours when it lit up, some whaly were seen and the other two boats went down, remainder of the day the boats chasing

Lat. by Ob. 63. 51 N.
Long. " Chron 174. 15 W

Wednesday July 28th Breeze with cloudy weather and light wind from the Southward the boats chasing, a number of whaly in sight, at 1/2 past 12 the third mate fastened and his boatmen killed him with his iron a 200 barrel whale, 4 ships in sight all whaling, at 1/2 past 2 had him alongside the fog setting in thick, at 4 P.M. commenced cutting and finished at 8.30, the head measured 18 feet with 600 slabs of bone. At 8 P.M. spoke the Brooklyn of New London 12 whaly this season she reported the loss of the Superior of the former place 7 days ago upon the island at the head of this sea double reefed fore and mizen topsails and was ship heading S. by E. wind freshening from the Eastward with thick fog middle part weather the same, at 5 A.M. saw two bow heads at 8 A.M. started the work, remainder of the day foggy

Lat. by Alt 63. 45 N.
Long. " " 174. 30 W

1852 In the Sea of Anadiv

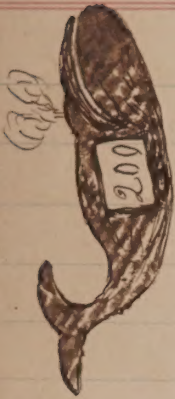
Thursday July 29th Begin with a thick fog light wind, from S.E. heading E. N. E. was ship steering W. N. W. the crew

employed in boiling. at $\frac{1}{2}$ past 7 P. M. saw whaly close to, the fog lightening a little immediately lowered 1st 2nd and 3rd boats in a short time the mate fastened and his boatsteers killed him with his iron, and in 30 minutes he turned up, in sight of the ship the whole time, altho' very foggy, at 9 had aluggins and at half past commenced cutting and finished at 1⁴⁰ A. M. the wind out from N. E. remainder of the day employed in boiling, the ship under double reefed topsails, with main yard aback, the wind fresh from N. E. with fog and rain

Lat. by Acct. 63.47 N
Long. " D^o 173.16 W

Friday July 30th Begin with rugged weather and fresh breeze, from N. E. the ship heading N. W. with fog and rain, the crew employed in boiling and stowing down in the after hatch at 5 P. M. spoke the Albion & whaly this season three of them stinkys, middle part weather the same, at 11 P. M. was ship head to the N. E. at 5 A. M. spoke the California of New Bedford & whaly this season and from the look of her side, she too had been among the stinkys. We have heard of the loss of another ship name not yet known, whilst some of the ships were wrecking the Superior, a canoe laden with natives came on board of them and made notice that a ship was ashore at Cape Michigan, they had one of her trunks in the canoe. This Cape is directly opposite where the Superior went ashore 28 miles distant, at 7 were ship and boomed forward steering N. W. the crew employed in boiling and stowing down in the after hatch, we have seen one horn head during these 24 hours

Lat. by Acct 63.58 N
Long. " D^o 173.53 W



Bound to the Arctic or Polar Sea

Friday July 31st Began with a thick fog and moderate winds from the Westward, the ship heading N. and lying with the main yard aback, the crew employed in boiling and stowing down, middle part the same, after part raised a whale lowered 1st 2nd boat, but the fog was so thick that we did not see him again, remainder of the day boiling and stowing down. At half past 11 A.M. the fog began to clear up a little

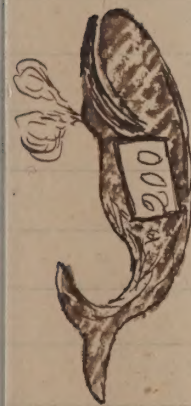
Lat. by Double Alt. 64° 00' N.
Long. Chron 173° 36' W

Sunday Aug. 1st Began with better weather, the fog lighted up when we saw 8 ships and plenty of bowheads, lowered all the boats, the whales were very shy, altho numerous, the mate finally struck a very large cow and his boatmen killed her with his iron, saw one other ship take a whale west of us. At 5 P.M. had him alongside, in half an hour commenced cutting and finished at 10.50 P.M. the fog setting in thick, middle part wind out from S.E., bore forward head to the Northward at an early hour the fog lighted up, 7 ships in sight, remainder of the day boiling and stowing down, nearly a calm two bow heads in sight

Lat. by Acct 64° 03' N.
Long. " Di 173° 10' W

Monday Aug 2nd Began with good weather and a calm, the California and Albion about 3 miles distant with boats down, saw one bow head, the crew employed in boiling and stowing down in the after hatch, neither of the last named ships had taken any thing since we saw them, middle part fog set in thick, and light air from the Southward, after part the fog continued, the crew employed in boiling and stowing down, rest of the day fine weather

Lat. by Alt. 62° 25' N
Long. " Acct 170° 50' W



1852 In Bherings Straits

Tuesday Aug. 3rd Begin with a thick fog and light air from S.W. steering N. N. W. at 1 P.M. the fog lights up found ourselves in the Straits, the current sweeping us along to the Arctic, also saw two ships, the crew employed in boiling and stowing down in the fore hatch, middle part the same, after part the fog decayed up and the weather becoming beautiful boiling and stowing down in the fore hatch.

Lat. by Ob. 64° 58' N.
Long. " Chron 172° 11' W

Wednesday Aug. 4th Begin with a calm and a warm pleasant day, two ships in sight and plenty of humpbacks and californian greys, finished boiling at 3 P.M. our 3 whals making us 500 barrels of oil, the last one stowing down over 200 barrels, the crew employed in stowing down in the fore hatch, middle part a breeze springs up from the Northward kept her S. S. E. after part wind heaved to N. E. heading N. W. the crew employed in stowing down in the fore hold, the fog setting in thick.

Lat. by Acct. 65° 25' N.
Long. " D^o 171° 30' W

Thursday Aug 5th Begin with a thick fog and light air from N. W. heading N. N. E. the crew employed in stowing down in the fore hold, middle part thick fog wind the same heaved aback the main yard, at 6 A.M. the fog began to light up braced forward and stood on, remainder of the day the fog gradually rising this forenoon stowed down the balance of our oil.

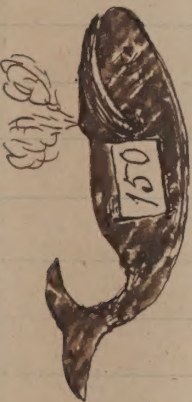
Lat. by Ob. 65° 10' N.
Long. " Chron 170° 45' W

Bound to the Arctic or Polar Sea

Friday Aug 6th Began with fine weather and moderate breez from N.E. heading N.W. by N. whilst at dinner the men at mast head called out for bowheads, the straits were alive with whalys, humpbacks, uppsacks, black whalys and bowheads mixed up with them, lowered all the boats, but the whalys had jist come in the straits and were very shy. At 6 P.M. the boats were called on board being unable to strike, at 7 P.M. the watch was set. In half an hour saw a number of bow heads, the 2nd and 4th mates having the watch lowered their boats and in a short time the 2nd mate struck, the whale immediately started and ran with the speed of a race horse about 10 miles, the 4th mate and his crew straining their utmost to come up to him which he finally did and fastened, the 2nd mate then killed him. At half past 10 P.M. we had him alongside with the fluke churning, a 150 barrel whale, the larboard watch below sound asleep totally ignorant of what was going on on deck, middle part fine weather lying by our whale, at 2 A.M. the Captain of the bark Louisa came on board, to procure a try pot his having cracked, which we supplied him with at an early hour commenced cutting and finished at 7.30 A.M. remainder of the day fine weather

Lat. by Obs. 64° 57' N.
Long. " Chron 171° 20' W

Saturday Aug 7th Began with good weather and light windy from N.E. heading S.P.E. saw two bowheads, the 1st and 4th mates lowered but a thick fog setting in gave up the chase. During the afternoon scraped the bow, at 6 P.M. started the work, the ship lying with main yard aback, head to the Northward, middle part the fog still continuing the ship heading the same, passed a ship boiling within two lengths of her, she was also lying with her main yard



1852 In the Arctic Ocean

aback, after part the same, the watch employed in boiling

Lat. by Acct 65° 10' N

Long. " D° 171° 30' W

Sunday Aug 8th Began with a light breath of air from the E. S. E. the ship lying with main yard aback heading N. E. the fog about as thick as it can be conveniently, middle and after parts the same, the fog still continuing thick, the watch employed in boiling, heard plenty of whaly blowing near to us in the fog but could not see them

Lat. by Acct 65° 50' N

Long. " D° 169° 40' W

Monday Aug 9th Began with a thick fog and light air from N. E. the ship heading N. W. by N. and lying with main yard aback, at 2 P. M. finished boiling and commenced corking down, also heard whaly lowered 1st 2nd and 3rd boats when they proved to be ripeck, also saw the Diomed islands on our weather beam and Cape Eyst in the Arctic Ocean directly ahead about 20 miles distant, braced forward and stood on, middle part fog continuing, after part the same employed in storing down, spoke the Albion nothing since we saw her last

Lat. by Acct 66° 10' N

Long. " D° 169° 00' W

Tuesday Aug 10th Began with foggy weather in half an hour clearing up beautifully, warm pleasant weather light air from the Northward the ship heading to the Westward. We are now fairly in the Polar Sea with our lower hold full, in hope of falling in with whaly once more and getting a good cut, when we will be contented, one whale more making us a full ship

In the Arctic Ocean

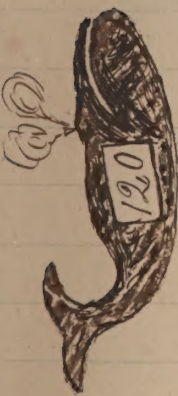
including what we have sent home, middle part foggy and calm, after part fine weather, the watch employed in stowing down the balance of our oil between decks

Lat. by Ob. $66^{\circ}32' N.$
Long. " Chron. $170^{\circ}00' W.$

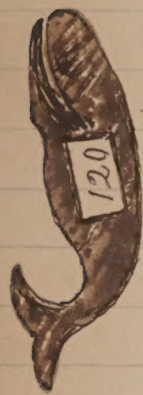
Wednesday Aug. 11th Begin with beautiful weather and moderate breeze from N. W. heading W. S. W. standing in toward the western shore of the Arctic Ocean. At 2 P. M. a thick fog sets in at 4 clear up again, plenty of seal, walrus and ruppuck in sight. but no bowheads. middle part fog squally. after part fresh breeze from S. E. running along the western shore, the land appears to be almost entirely destitute of snow, a little lingering still in the crevices of the mountains at 11 A. M. raised three bow heads, lowered 1st 2nd and 3rd boats whilst they were chasing saw 4 more

Lat. by Ob. $67^{\circ}13' N.$
Long. " Chron. $171^{\circ}26' W.$

Thursday Aug 12th Begin with cloudy weather and fresh breeze from S. E. the boat chasing whales, the cooper employed in setting up pipes. At 2 P. M. the mate fastened and at 4 we had him alongside when all hands went to dinner. in half an hour commenced cutting, just as soon as we began a dead whale was discovered about 2 miles distant, apparently not over 12 hours dead, two boats were sent to secure him and tow to the ship, the balance of the crew then hove in the first whale in three hours by the watch, we then made sail for the other whale and boat, at 9 P. M. had him alongside, in half an hour commenced cutting, 2 ships in sight running down toward us. This is a glorious afternoon, with at least 250 barrels of oil in seven hours and we can cheerfully say "all hail to the Arctic". Soon after we



1852 In the Arctic Ocean



we commenced cutting it out in a drizzling rain we however persisted and finished in 3 hours and 12 minutes when we had supper. at half past 1 A.M. the water was below, at 2 spoke the Ontario of Pagharber & whaly this season, after part thick fog, the ship lying with her main yard aback, heading N. by E. wind N.W. the water employed in boiling. We are now so far advanced to the North that our compasses will not traverse, and we are compelled to shake them every little while to make them move at all. The western shore is inhabited, clusters of huts being scattered along its beach, inhospitable shore as far up as 70° North. There is a current in the sea from the mouth of Bhering's Straits extending along the Eastern shore and running N.E. increasing in velocity as it goes West no doubt emptying itself into the Atlantic as the current is ebb, the same, on the western shore we do not think the current extends over 30 miles from land, as we found ourselves at noon 50 miles from land and had not been currented at all.

Lat. by Obs. 67° 28' N.
Long. " Chron. 171° 25' W

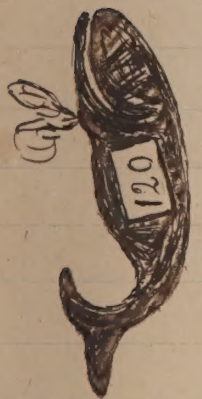
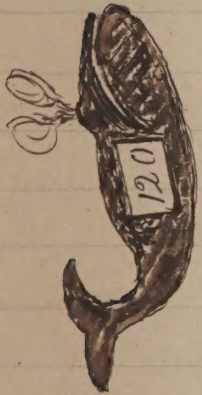
Friday Aug. 13th Began with foggy weather and light breeze from N.W. heading N. N.E. and lying with main yard aback, the crew employed in boiling and setting up pipes. At 4 P.M. light up for a short time, saw 4 ships two of them boiling, also braced forward and were ship heading S.W. by W. middle part occasional fog squally, saw a whale the mate lowered, just as his boat's stern stood up the whale went down, at an early hour saw upwards of 20 ships 10 of them boiling & cutting and the others whaling, after part mild, clear, beautiful weather, and whaly in sight, lowered 1st 2nd and 3rd boats, did not strike, at 9 the boats were

In the Arctic Ocean

called on board, a light breeze on from the Eastward, the ship running for more whales in sight from mast head, in half an hour hove in again, remainder of the day boats down chasing also employed in boiling
No current

Lat. by Obs. $67^{\circ} 36' N.$
Long. by Chron $171^{\circ} 58' W$

Saturday Aug. 14th Began, with fine weather and light breeze from the Eastward plenty of whales in sight, and the boats chasing in every direction, each chasing their own whale, it was the handsomest whaling we ever saw, columns of smoke rising in every direction, from ships boiling, and each of them with two or three boats down in pursuit of whales, with whales enough for all of them without interfering with each other, in half an hour the mate struck, signaled the other boats to proceed to the fast boat, the whale was killed by the boatswain by him drawing the first blood, at 2 P.M. had the whale alongside cut him in 3 hours and 40 minutes a thick fog having set in with the wind S.E. at 8 P.M. was ship heaving S.W. and lay with main yard aback, also started the works again middle part boiling at an early hour saw plenty of whales, the 2nd mate hove in but did not fasten. After breakfast 2nd and 3rd mates lowered the 3rd mate struck and killed his whale, whilst the boats were fast and the whale spouting blood, saw 3 dead whales good ones; but as we had a cask load of oil, a blubber room half full of blubber and a whale almost turned up, we left them for the poor and needy 4 weeks ago there is not a man in the ship, who would not have died at his oar rather than the boats of any other ship should pass them, after one of these scarce whales, they it is through life, in prosperity we pass the very thing with head erect, which in adversity we would receive as the choicest boon of providence, remainder of the day the crew



1852

In the Arctic Ocean

employed in boiling and the boat fast
No Current

Lat. by Obs. $67^{\circ}41'N.$

Long. " Chron $171^{\circ}9'W.$

Sunday Aug 15 Began with fine weather and light-
airs from the Perithoon engaged in boiling. in half an
hour had our whale alongside. 28 ships in sight, most of them
whaling, a few boiling, cut in our whale in 3 hours 10 minutes
and began to stow down in the after hatch. At 6 P.M. were
ships heading S. S. W. wind S. E. plenty of whales in sight
middle part day with main yard aback, after part 27
ships in sight. a few of them boiling, saw several bowheads
did not lower spoke one of the boats belonging to the Two
Brothers, they reported that ship with 11 whales, the Lydia
11. the Niagara 19. the Mactezuma 18. the Sea with all
seal in blubber logged, the large Florida with one bowhead
and one rip-sack, the crew employed during the day in
boiling and stowing down in the after hatch
Current setting N. W.
they 24 hours $\frac{3}{4}$ of a knot

Lat. by Obs. $67^{\circ}51'N.$

Long. " Chron $171^{\circ}56'W.$

Monday Aug 16th Began with fine weather and plenty
of ships in sight, wind from the Perithoon and light-
ships heading W. the crew employed in boiling and stowing
down, at 1 P.M. braced forward and stood on to the Western.
this afternoon stowed off the after hatch between decks saw
7 or 8 bowheads, at 6 P.M. thick fog, hauled aback the main
yard heading N. W. middle part wind keep hauling to
N. E. ships heading E. when a moderate norther set in
the watch employed in boiling, after part blowy fresh and
ragged weather double reefed the topsails - also started broad-
ey we began to be jammed for cash spoke the American

In the Arctic Ocean

New Bedford, did not ascertain what she had

No Current

Lat. by Obs. $67^{\circ} 55' N.$

Long. " Chron $171^{\circ} 00' W$

Tuesday Aug 17 Began with rugged weather and fresh breeze, from N.E. the ship heading to the Eastward and laying with main yard aback under double reefed topsails, the crew employed in boiling, setting up pipes, stowing provisions and other duty, saw plenty of ships, all under easy sail waiting for better weather, none of them boiling or whaling, this afternoon saw two very large flocks of birds coming from the North and directing their course to the South, the first indication of winter we have seen, fall they have now here, middle part wind and weather the same, after part cooled down, and commenced stowing down in the main hatch, spoke the bark Harvest of New Bedford 7 whales, this season, also the ship America of do. 9 whales, she reported the Ocean 26 whales, this season the Dickson Howland 17, the bark Arab 15, the Churchill Price 11, Sea 7, Braganza 11, Proximo 12, Abraham Barker 7, remainder of the day moderating a little

No Current

Lat. by Obs. $67^{\circ} 30' N.$

Long. " Chron $171^{\circ} 14' W$

Wednesday Aug 18th Began with fresh breeze, from the North and rugged weather, the ship laying with main yard aback head to the Eastward, 10 ships in sight, the crew employed in stowing down in the main hatch, at 7 was ship head to the Westward, middle part half a gale of wind from the North were ship head to the Eastward, after part the same the crew employed in stowing down oil in the main hatch

No current

Lat. by Obs. $67^{\circ} 23' N.$

Long. " Chron $171^{\circ} 26' W$

Thursday Aug 19th Began with half a gale of wind from

1852 In the Arctic Ocean

N. N. W. heading N. E. and lugging with main yard aback under double reefed topsails. This afternoon finished stowing down our oil, at 4 brace forward with a ruggel sea on. 4 ships in sight. This afternoon run down about 70 barrels of oil in one of our tanks, and found to our surprise it was leaking out in a stream, had to break out and draw it off again, middle part weather no better, after part windy up with snow squally, weather moderating a little and sea running down a little the ship heading N. E.

No current

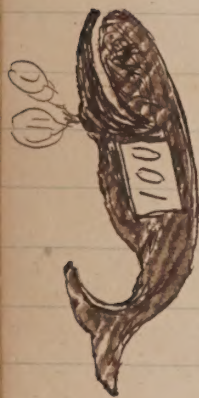
Lat. by Ob. $67^{\circ} 17' N.$
Long. " Chron $171^{\circ} 15' W$

Friday Aug 20th Began with cold disagreeable weather and fresh breeze from N. N. W. the ship heading N. E. under easy sail, the watch employed in bailing out the tank and assisting the coopers. 28 ships in sight, plenty of walrus, a few upacks, but no bowheads, the weather appearing as the winter was about to set in, middle part weather moderating after part saw plenty of whals, and ships chasing in every direction, shook the reef out of the topsails, also knocked down one of the tanks and shaked it. at $\frac{1}{2}$ past 10 A. M. the 1st and 2^d mate toward in a short time the mate struck the 3^d mate then lowered and killed the whale, remainder of the day the boats fast and the whale sporting thick blood.

No current

Lat. by Ob. $67^{\circ} 29' N.$
Long. " Chron $169^{\circ} 30' W$

Saturday Aug 21st Began with good weather and moderate breeze from N. W. the ship heading N. W. by N. the whale nearly dead at 1 P. M. had him alongside, after dinner commenced cutting and finished in $4\frac{1}{2}$ hours, having been detained by the parting of the guys &c. During the afternoon saw upwardly of 30 ships, and by 8 P. M. 11



In the Arctic Ocean

of them had taken a whale, one of them had the whale sink after he was turned up when they let go their anchors in 30 fathoms water, alongside of him, apparently with a fixed determination to wait until he rose again, if they had to wait until the final day. At 7 P.M. hauled forward and stood on heading S.E. by N. middle part wind light from the same quarter course the same, after part a dead calm and fine weather started the work, upwardly of 40 ships in sight and 9 of them boiling

No Current

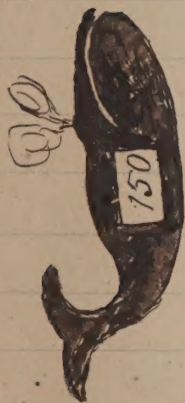
Lat. by Ob. $67^{\circ} 31' N.$
Long. " Chron $168^{\circ} 30' W$

Sunday Aug 22nd Began with fine weather and a calm the crew employed in boiling and setting up pipes, 46 ships in sight, 10 of them boiling, during the afternoon a light breeze springs up from the Southward steering W. by N. at 8 P.M. saw bowhead, 2nd and 4th mate lowered but did not strike at 10 P.M. spoke the America on whale since we saw her last, at 3 A.M. the 3rd mate lowered but did not fasten. at 4 the mate went down with no better success. After breakfast the 1st and 3rd mate lowered plenty of whals in sight and ships chasing all around us, in a short time the 3rd mate struck, killed by the mate, remainder of the day fine weather and light wind from S.E. at 10 took the whale alongside and commenced cutting letting the fire cool down.

No current

Lat. by Ob. $67^{\circ} 45' N.$
Long. " Chron $169^{\circ} 1' W$

Monday Aug 23rd Began with fine weather and light wind from S.E. all hands employed in cutting finished at half past 3 plenty of whals in sight double reefed the topsails, the weather looking threatening and the wind breezing up. also were shut and lay with main yard aback



1852 In the Arctic Ocean

heading S. During the afternoon spoke the Newton 11 whals
this season, middle part fresh breeze from the same quarter
after part moderate and fine weather, ships chasing in
every direction lowered 1st and 3rd boats but did not strike
the crew employed in boiling

No current

Lat. by Obs. 67. 46 N.
Long. " Chron. 170. 07 W

Tuesday Aug 24th Began with fine weather and
light winds from the Eastward lying with main yard
aback, boiling, plenty of ships and whals in sight, but
very wild so many boats among them, lowered 1st and 3rd
boats but did not fasten, saw 4 or 5 ships get a whale each,
spoke the Magnolia 12 whals this season and saw her
take another, middle part fine weather boiling, after
part the same, a few whals in sight principally rissack,
saw several ships cutting and a number boiling

No current

Lat. by Obs. 68. 01 N.
Long. " Chron 170. 32 W

Wednesday Aug 25th Began with fine weather and
light air from the Eastward steering S. saw two or three
breaches, but did not lower for them as they were going fast
during the afternoon worked down the whals having finished
trying out our best whale, and commenced expending an
oil preparatory to storing down an oil to summer, spoke
the Maria 11 whals this season, the Lilla Liverpool
9, and the Albion 12 whals this season and all
boiling, At 4 P. M. nearly calm and a light fog, it is
now a complete Indian summer, and a fine weather
as one would desire in any part of the world but cannot
last long, middle part good weather, the ship lying
with main yard aback head to the Southward

In the Arctic Ocean

at 4 A. M. saw two bowheads, lowered 1st and 3rd boats, but did not strike, remainder of the day the crew employed in stowing down between decks.
No current

Lat. by Ab. $67^{\circ}46' N.$
Long. " Chron $171^{\circ}12' W$

Thursday Aug. 26th Began with mild pleasant weather and light air from the Euxine, the ship laying under double reefed topsails with main yard aback, head to the Northward, the crew employed in stowing down oil plenty of ships in sight but no whale, middle part was ship head to the Northward with fog, after part steering W. N. W. wind N. E. and a thick fog, the crew employed in setting up pipes and stowing down the balance of our oil but two ships in sight.
No current

Lat. by Acet $68^{\circ}05' N.$
Long. " S. $171^{\circ}50' W$

Friday Aug 27th Began with a thick fog and fresh breeze from N. E. steering N. W. at 2 P. M. the fog light up, saw two ships, were ship steering S. saw a bowhead, too rigged to lower middle part half a gale of wind, after part the same were ship heading N. E.
No current

Lat. by Acet. $68^{\circ}15' N.$
Long. " S. $171^{\circ}30' W$

Saturday Aug 28th Began with thick cloudy weather and half a gale of wind from N. E. were ship heading N. W. by W. with a rugged sea on, saw a number of ships, two of them boiling during the afternoon began to moderate a little, middle part the same, after part, saw several ships, two of them boiling spoke the *Arctico* of New Bedford, formerly the *United States*, *Ship of war Erie*. toward noon the fog began to light up.

1852. In the Arctic Ocean

Lat. by Ob. 68° 63' N.
Long. " Chron 172° 44' W

Sunday Aug 29th Began with moderate breeze from the Northward steering to the Eastward. at 5 P.M. were ship head to the Westward the weather constantly growing better, and the sea running down middle part the same. the Anadin spoken yesterday had 12 whals. 11 taken this season and 1 lost. she had been pretty well over the Arctic Ocean from Icy Cape on one side to Cape North on the other, and as far North as 71° 20' when she encountered the ice and was in it for three days before she could extricate herself and had not seen the spout of a whale also spoke the Abraham Barker wanting one whale to fill also spoke the Margaret Scott one whale this season. she had taken two small sperm whals on her passage out. remainder of the day weather heavy. counted 20 ships from off deck 2 of them boiling, wind from the Northward steering S.E.
No current

Lat. by Acct. 67° 50' N.
Long. " D: 171° 00' W

Monday Aug 30th Began with light air from the North steering S.E. any quantity of ships in sight. during the afternoon saw one bowhead and 4 or 5 ship whaling, spoke the South Boston 18 whals this season, making her only 1700 barrels. middle part thick fog wind the same, after part. fog light up a little saw plenty of ships, and 2 whals hounded all the boats but could not strike

Lat. by Double Alt. 67° 35' N.
Long. " Chron 171° 56' W

Tuesday Aug 31st Began with foggy weather and light air from N.W. heading to the Northward. at 2 P.M. fine pleasant weather 37 ships in sight, and a few scattering bow heads, with a host of boats in hot pursuit of them

In the Arctic Ocean

lowered our boat to keep them company, spoke the Waverley 6
whale, the Menongahela 13 this season. At 8 P.M. hoisted up
our boat, and it being calm hauled aboard the main yard and
let her lay, land in sight 30 miles distant bearing S. middle
point a dead calm, after point saw 8 large whale, close to the ship
lowered 1st 2nd and 3rd boat, when a thick fog set in which prevented
our striking, towards noon day up beautifully.

Lat. by Ob. 67° 46' N.
Long. " Chron 172° 20' W

Wednesday Sept. 1st Began with beautiful weather and
light air from the Northward steering to the Westward
spoke the Republic of Bremen 9 whale this season, also the
Ontario of Sagharba, they would not tell what they had, she
however looked deep, at half past 6 P.M. raised a broadhead lower
1st 2nd and 3nd boat, but could not overtake him, plenty of
whale in sight, two cutting, 4 boiling, the remainder like yesterday,
doing nothing, at 8 P.M. hoisted up our boat, and kept her off
steering S.W. wind N.E. and weather cloudy, the Bremen ship
picked up a boat yesterday bottom up, with nothing but
the steering oar in her, from the looks of things she had
been fast to a whale, and the tin being foul had carried
the boat down with her crew, who in all probability met a
watery grave, after point spoke the L. C. Richmond 12 whale
this season, also saw the Ben Tucker boiling her 8th whale

Lat. by Ob. 67° 48' N.
Long. " Chron 173° 44' W.

Thursday Sept. 2nd Began with fresh breeze from E. S. E.
heading N. E. 14 whale in sight, two boiling, some of the rest
wheeling, middle part were ship heading to the Southward
after point wind hauly to the Southward heading E. by S.
weather rugged

Lat. by Ob. 68° 02' N.
Long. " Chron 170° 58' W

1852 In the Arctic Ocean

Friday Sept: 3rd Began with rugged weather and fresh breeze from the Southward heading E. by S. afterwards being a little to the Westward, ship heading S. E. spoke the Good Return 16 whaly this season, middle part wind and weather the same, after part wind from the Southward steering N. under double reefed topsails

Lat. by Acct. 67° 40' N.
Long. " D^o 170° 00' W

Saturday Sept: 4th Began with half a gale of wind from the Southward steering N. spoke the ship Weylington of Lays 13 whaly this season 1300 bbls. middle part wind grew lighter and finally died away to a calm. At 4 A.M. raised a bowhead lowered 1st 2nd and 3rd boats, but could not mistake him. after breakfast the same boats lowered again with no better success 27 ships in sight - 8 boiling wind S.

Lat. by Acct 68° 10' N
Long. " D^o 169° 50' W

Sunday Sept: 5th Began with moderate breeze from the Southward and plenty of whaly in sight, but very wild and boats chasing in every direction, lowered all the boats and chased the whole afternoon without getting a whale. ~~now did~~ we see any other ship or any better. After supper lowered 1st and 2nd boats and chased until 8 P.M. without success when they were hoisted up for the night, the wind fresh from the Southward, middle part wind the same after part raised whaly lowered 1st and 2nd boats and chased the whole forenoon to no purpose. 50 ships in sight and all chasing, spoke the Navy of Greensport 11 whaly this season

Lat. by Ab. 68° 33' N
Long. " Chron 171° 36' W

In the Arctic Ocean

Sunday Sept. 6th Began with fresh breeze from the Southward heading to the Westward plenty of whales in sight all going to the W. N. W. during the afternoon had all the boats down, the whales are going quick making passages, the Mate went on and the whale settled as the boatmen stood up and was so far under water he could not reach him, saw one ship out of the crowd take a whale. At 7 P.M. the weather moderating the boat crew all turned in and the shipkeeping stood the watch intending if the whales should remain here, to have a dash at them at the first of day, with the boat crew as cool and fresh as a summer morning. At 8 P.M. the wind hauls to the Eastward with fog, at 9 A.M. the fog lifts up, remainder of the day strong breeze from the Eastward, double reefed the topsails

Current these 24 hours }
1 knot to the Northward }

Lat. by Obs. 68° 54' N.
Long. " Chron 171° 37' W

Tuesday Sept. 7th Began with rugged weather and strong breeze from E. S. E. steering to the South, at 6 P.M. raised a bowhead, lowered 1st, 2nd and 3rd boats, saw him but on rising when he started to windward and we saw him no more, middle part wind and weather the same with fog, after part moderates a little with fog squally, saw a few whales spout once or twice and that was the last of them

Lat. by Obs. 68° 49' N.
Long. " Chron 172° 28' W

Wednesday Sept. 8th Began with moderate weather but cold and disagreeable, saw a bowhead, lowered all the boats and that was the last of it, at 5 P.M. wind from the E. heading S. S. E. and a rain storm plenty of ships in sight middle part wind hauls to the Northward, heading N. E. by E. weather thick and foggy, after part single reefed the

1852 In the Arctic Ocean

topmasts spoke the Kutuzoff of New Bedford 15 wholly this season. heard from the Orogenbo yesterday 12 wholly. Braganza 13. Adelin 12. also that the Gideon Howland had left full, remainder of the day the weather thick and dirty

Lat. by Acct 69.00 N.
Long. " D^o 172.00 W

Thursday Sept. 9th Began with cold damp, disagreeable weather and fresh breeze from the Northward, heading N. E. by E. 36 ship in sight from mast head, some boiling and one cutting, middle part wind the same, heading N. E. by E and a thick fog, after part the fog light up kept her off S. W. by S.

Lat. by Double Alt. 68.19 N.
Long. " Chron 168.34 W

Friday Sept. 10th Began with fresh breeze from the Northward steering S. W. by S. during the afternoon spoke the Hobomok of Fairhaven, and Merea of New Bedford, the W - had taken 3 whaly this season, making her 500 bungs she however did not leave the Sandwich Islands until the season was half up, having lost her topmasts in a white squall. There is a report of the loss of two more ships the Northern Light of Fairhaven in the Sea of Anaden and the George Howland of New Bedford taken by the convicts at the Pallisager islands, the fate of the crew is unknown, after the Spaniards took her, it is said they fitted her out for a piratical cruise, taking on vessel name and nation not known, and murdering the crew, remainder of the day fog squally and moderate breeze from N. N. W

Lat. by Alt. 67.55 N.
Long. " Chron 173.00 W

In the Arctic Ocean

Saturday Sept: 11th Begin with moderate breeze from N. N. W. steering S. E. spoke the Anadin / whale since we saw her making 200 barrels, middle part foggy, laid with main yard aback head to the Eastward, after part lights up a little kept her off S. E. three ships in sight

Lat. by Acct. 67° 20' N.
Long. " D^o 172° 00' W

Sunday Sept: 12th Begin with thick cloudy weather and light wind from N. N. E. steering S. E. at 3 P. M. the fog shut in thick, hauled her up to the wind heading E. middle part thick fog, after part the same, saw a bowhead close to the ship, lowered 1st, 2nd and 3rd boats, the weather however was too thick to do any thing, whilst they were down they saw and heard a number of bowheads, were ship and let her lay making aback head to the Westward

Lat. by Acct 67° 10' N.
Long " D^o 171° 50' W

Monday Sept: 13th Begin with a thick fog and light air from the Northward heading W. and laying with main yard aback, middle part thick fog, after part the fog lights up a little saw the land, the western shore of the Arctic, since N. steering E.

Lat. by Obs. 67° 13' N.
Long. " Chron 173° 9' W

Tuesday Sept: 14th Begin with fine weather and light wind from the Northward running along the western shore of the Arctic, three ships in sight. The snow has entirely disappeared from the land, even the tops of the highest mountains are entirely destitute of it, their lofty peaks towering high in the heavens, disclosing their barren summits and

1852 In the Arctic Ocean

sides totally destitute of vegetation. The weather altho very pleasant, began to grow cooler and accordingly we to think of changing our climate soon for a more genial one, finally having already formed on the ship's rigging middle part strong breeze from the Northward, took in top gallant sails and courses, and hauled her on the wind heading N.E. by E. after part wind freshen from the same quarter kept her off S.E. East Cape in sight - about 50 miles distant, a little before midnight passed a large village of native huts on the Southern shore of the Arctic a little to the Westward of Cape East

Lat. by Obj. 66.00 N.
Long. " Chron 170.05 W

Wednesday Sept. 15th Began with fine clear pleasant weather and strong breeze from the Northward steering S.E. having entered Behring's Straits and bid adieu to the Arctic, after a cruise in that sea of 34 days. At 4 P.M. running along Diomedes island we observed a native settlement of 20 or 30 huts on the side of a steep mountain, they were waving, shing, walrus teeth &c to attract attention. The main yard was hauled aback, and the Captain proceeded with a boat crew to the island. The natives were warmly clad and very cleanly, their huts were made of whale ribs covered with skin, leaving a small hole in the top for the escape of the smoke and another in the side for a door, these were their summer residences, their winter ones were under ground, some 20 feet from the surface and were floored, the flooring probably obtained from some of the wrecks of last season. What could induce them to settle on the side of a barren mountain almost perpendicular is a mystery we can not solve

Off Diomed Island

Some walrus teeth were obtained from them. The boat returned to the ship way hoisted up and we braced forward steering S. We forgot to mention that we gave them a bag of bread and a dozen bottles of molasses for which they appeared to be very thankful. Middle part wind moderate, course the same, after part hauled to the Westward and died away to a calm.

Lat. by Ob. $64^{\circ} 40' N.$
Long. " Chron $170^{\circ} 52' W$

Thursday Sept. 16 Began, with a calm and beautiful weather, but we fear it is treacherous and only a precursor to a gale of wind. During the afternoon a light air sprang up from the Northward heading E. S. E. middle part wind light from the Northward heading S. after part wind fresh from the same quarter, sent up main royal yard and set it, also set lower and fore top gallant studding sails 6 ships in sight ahead of us standing out thro' the Straits.

Lat. by Ob. $64^{\circ} 24' N.$
Long. " Chron $171^{\circ} 14' W$

Friday Sept 17th Began with a good breeze from the Northward steering S. by E. and beautiful weather the island of St. Lawrence plain in sight directly ahead 20 miles distant and 6 ships all making the best of their way out of the Straits, middle part fine weather and a good breeze from the Northward steering S. by E. after part wind and course the same.

Lat. by Ob. $62^{\circ} 07' N.$
Long. " Chron $173^{\circ} 00' W$

Saturday Sept. 18th Began with fine weather and

1852 In the Sea of Kamtschatka

moderate breeze from the Northward steering S. by E
at 3 P.M. wind hauls to N.W. took in studding sails
and kept her S. middle part took in topgallant sails
and courses and luffed her up to the wind out from the
Westward, after part made sail & ship in sight, also raised
the island of St. Matthew on the lee bow 50 miles distant
spoke the Ocean of Providence 4400 barrels altogether two
sailing out

Lat. by Obs. 61.03 N
Long. " Chron 174.20 W

Sunday Sept^r 19th Began with fine weather and a good
breeze from the Westward steering S. in company with the
Ocean, middle part wind light from W. N. W. heading S
W. at an early hour kept her off for the island about 25
miles distant running along St. Matthew the Ocean in company
saw one other ship astern, after part wind growing lighter

Lat. by Obs. 60.29 N.
Long. " Chron 174.45 W

Monday Sept^r 20th Began with light air from the
Westward running along the island in company with the
Ocean, at 3 P.M. a dead calm, in half an hour a light-
breeze springs up from S.W. heading W. N. W. off the land
there being no signs of any whales in the vicinity of the
island, we feel confident that there is a pod of whales not
far from here, but in what direction to steer for them
is more than we can tell, middle part laid main yard
aback, after part braced forward and stood on between
the land wind light and baffling from the Eastward
also spoke the Electra of New London 13 whales this season

Lat. by Obs. 60.37 N.
Long. " Chron. 175.00 W

Bound to the Sandwich Islands

Tuesday Sept: 21st Began with light wind from N.E. kept her off S.E. during the afternoon breeze up quite fresh with every appearance of a gale of wind took in all the light sails, furl'd the mainsail and double reefed the topsails we also received a quarter of a Polar Bear from the Electra they had killed & bear three of them yesterday, middle part a gale of wind from N.E. and a heavy sea running, shipped a sea which stove the bulwark in the waist, after part weather no better kept her off S.W. running for Bherings island to leave the sea by that course

Lat. by Acct. 58° 20' N.
Long. " D^o 176° 00' W.

Wednesday Sept: 22nd Began with a gale of wind from the Eastward steering S.W. running before it under double reefed topsails, middle part wind moderating with a very heavy sea on and rain, after part made sail, set mainsail flying jib and whole topsails with maintopgallant sail steering S.W. wind cut S.E.

Lat. by Obs. 57° 57' N.
Long. " Chron 178° 16' W.

Thursday Sept: 23rd Began with clear weather and moderate breeze from S.E. steering S.W. at 6 P.M. wind hauled to S.E. middle part fresh breeze from S.E. with fog squally course the same, after part wind hauled to the Eastward steering S.W. set main royal also saw 2 ships

Lat. by Obs. 57° 05' N.
Long. " Chron. 177° 39' E

Friday Sept: 24th Began with fresh breeze from the Eastward and squally steering S.W. set mainsail middle part wind light from the same quarters set

1852 In the Sea of Kamtschatka

fore topmast studding sail, after part bryg up again
steering S.W.

Distance run 106 miles

Lat. by Ob. $56^{\circ} 35' N.$
Long. " Chron. $174^{\circ} 37' E$

Saturday Sept: 25th Begin with moderate weather from
S.E. and cloudy steering S.W. $\frac{1}{2}$ S. set lower studding sail
during the afternoon the wind freshen from the same quarter
saw several fin backs, middle part strong breeze from the
Eastward course the same, after part the same, set up main
topmast stay, and set the stay sail
Distance run 170 miles

Lat. by Ob. $54^{\circ} 37' N.$
Long. " Chron. $171^{\circ} 12' E$

Sunday Sept: 26th Begin with fresh breeze from the
Eastward steering S.S.W. sent up main top gallout studding
sail boom and set the sail, middle part wind light
from S.S.E. steering S.W. after part nearly calm, wind
heavy to S, ship head W.S.W.
Distance run 55 miles

Lat. by Ob. $53^{\circ} 50' N.$
Long. " Chron. $169^{\circ} 55' E$

Monday Sept: 27th Begin with light air from the
Southward heading W.S.W. this afternoon saw several fin
backs at 6 P.M. were ship heading E. by S. middle part
nearly calm. At 2 A.M. a light breeze springs up from S.E.
were ship heading S.S.W. after part the wind freshen from
the same quarter with a short head sea took in all the
light sails and double reefed the topsails, the main also
set in

Distance run 57 miles

Lat. by Acct. $53^{\circ} 00' N.$
Long. " D^o $169^{\circ} 10' E$

Bound to the Sandwich Islands

Tuesday Sept: 28th Began with half a gale of wind from S.E. heading S. by W. with a short head beat sea, causing her to pitch most unmercifully, middle and after part a gale of wind from N.E. steering S.E. with a heavy sea running
Distance run 130 miles

Lat. by Obs. 51° 10' N.

Long. Chron. 169° 00' E

Wednesday Sept: 29th Began with a gale of wind from N.E. steering S.E. during the afternoon came on heavier, fresh fore and main topsails and kept her off S.E. middle part blow heavy, toward daylight began to moderate, set double reefed topsails, after part continuing to moderate, set whole topsails, topgallant sail, and main reefed, with a strong breeze from N.E. steering S.E.

Distance run 194 miles S.E.

D^o to Oahu 2190 " S.E. 1/4 S

Lat. by Obs. 48° 25' N.

Long. Chron. 171° 37' E.

Thursday Sept: 30th Began with strong breeze from N.E. steering S.E. by E. with studding sails set aloft and aloft, middle part wind moderate from N.N.W. steering S.E. by E. after part wind and course the same, unbent the main and set the spanker

Distance run 134 miles S.E. 3/4 E

D^o to Oahu 2056 " S.E. 1/4 S

Lat. by Obs. 46° 48' N.

Long. Chron. 173° 00' E

Friday Oct: 1st Began with moderate breeze from N.N.W. steering S.E. by E. the weather still unsettled but improving middle and after part wind moderate from the same quarter course the same

Distance run 177 miles S.E. by E 1/2 E

D^o to Oahu 1897 " S.E. 3/4 E.

Lat. by Obs. 45° 22' N.

Long. Chron. 176° 43' E

1852 In the North Pacific Ocean

Saturday Oct. 2nd Began with light breeze from N.W. steering
S.E. by E. the watch employed in breaking out our boom for the
purpose of drying. At 7 P.M. the wind coming out from N.E.
but very light, middle part wind E.N.E. heading S.E.
after part wind growing lighter with rain made sea
Distance run 130 miles S.E. $\frac{1}{2}$ E. Lat. by Acct 43° 30' N.
S. to Oahu 1767" S.E. $\frac{1}{2}$ E. Long. " S. 178° 00' E

Sunday Oct. 3rd Began with light breeze from the East
heading S.S.E. set whole topsails and topgallant sails at 2
P.M. the wind coming out from S.W. and freshening steering
S.E. by E. At 6 P.M. had a heavy squall from S.W. took in
topgallant sails, and mizen sail and double reefed the top
sails, middle part a gale of wind from S.W. with heavy
squalls, accompanied with vivid lightning and instantaneous
peals of thunder, split the mizen topsail, took it in
the sea very heavy frequently tumbling in on deck, carrying
away the bulwark, after part moderate a little
Distance run 120 miles Lat. by Ob. 42° 23' N.
S. to Oahu 1643" S.E. $\frac{1}{2}$ S. Long. " Oahu 179° 12' W

Monday Oct. 4th Began with half a gale of wind from
the Westward steering S.E. by E. at 1 P.M. hauled to N.W.
made all sail, setting studding sails abore and aloft
to steady her as she rolled crossfully, the wind moderating
fast and the sea rising, middle part fresh breeze from
N.W. steering S.E. by E. after part squally and wind hauled
to N. sent down foretopgallant sail reefed it and
sent it up again
Distance run 170 miles S.E. $\frac{1}{4}$ E. Lat. by Ob. 40° 23' N.
S. to Oahu 1468" S.E. $\frac{1}{2}$ S. Long. " Oahu 176° 26' W

Bound to the Sandwich Islands

Tuesday Oct 5th Began with fresh breeze from the Northward steering S. E. by E. during the afternoon repaired the main-top mast staysail and set it, middle part wind lighter from the same quarter, course the same, after part wind hauled to N. E. course the same, took in studding sail.

Distance 144 miles S. E.

S. to Oahu 1328 " S. E. $\frac{1}{2}$ S

Lat. by Obs. 38° 42' N.

Long. Chron 174° 17' W.

Wednesday Oct 6th Began with cloudy weather and light wind from the Eastward heading S. S. E. at 4 P. M. were ship-heading N. E. by E. with every prospect of a head wind to last some time, last season in this very place when we were bound into port we experienced a head wind which lasted for 13 days, middle part squally and a rugged head beat sea heading E. N. E. after part wind the same, this evening to N.

Distance 100 miles E. by N. $\frac{1}{2}$ N.

S. to Oahu 1200 " S. E. $\frac{1}{4}$ S

Lat. by Obs. 39° 11' N.

Long. Chron. 172° 00' W

Thursday Oct 7th Began with thick cloudy weather and a head wind from S. E. heading E. N. E. and a rugged sea on. at 4 P. M. had a heavy squall from S. W. when we clewed down the topsails, with a fair wind for about 20 minutes when it hauled back to the old quarter S. E. and we double reefed fore and main topsails, jogging along to the Eastward, after supper sent down the main topsail, middle part wind hauled to S. W. squared the yards and made sail, after part sent up new main topsail and commenced breaking out the after hatch, the wind also hauled to the Southward and died away to a calm.

Distance to Oahu 1203 miles

Course S. E. by S

Lat. by Obs. 38° 36' N.

Long. Chron 170° 31' W

1852 In the North Pacific Ocean

Friday Oct. 8th Began with light air from the Southwestern steering E. S. E. at 1 P. M. the wind hauled to S. W. and breezed up a little, the crew employed in breaking out the after hatch, middle part a fair wind from S. W. course the same after part wind and course the same, the watch employed in washing bone

Distance run 120 miles E. by S. $3\frac{1}{4}$ S
D: to Oahu 1106 " S. E. by S

Lat. by Obs. $37^{\circ} 53' N$
Long. Chron. $168^{\circ} 10' W$

Saturday Oct. 9th Began with moderate winds from the S. W. steering E. S. E. the watch employed by the day before during the afternoon, the wind hauled to the Southwestern took in studding sails, middle part fresh breeze from S. W. steering E. S. E. after part hauled to the Southwestern course the same, the crew employed in stowing oil between decks

Distance run 149 miles S. E. by E $3\frac{1}{4}$ E
D: to Oahu 986 " S. S. E

Lat. by Obs. $36^{\circ} 50' N$
Long. Chron. $165^{\circ} 20' W$

Sunday Oct. 10th Began with light breeze from S. W. steering E. S. E. the crew employed as on the previous day middle part, wind weather and course the same, after part fair weather and moderate breeze from S. W. steering E. S. E. the crew employed in stowing oil between decks and securing it

Distance run 103 S. E. by E $\frac{1}{2}$ E
D: to Oahu 903 S. by E $\frac{1}{2}$ E

Lat. by Obs. $36^{\circ} 09' N$
Long. Chron. $165^{\circ} 27' W$

Monday Oct. 11th Began with beautiful weather and light winds from S. W. steering E. S. E. the crew still employed between decks, securing every thing in the most substantial manner, middle and after parts light winds from N. W. steering E. S. E.

Distance run 114 miles S. E. by E
D: to Oahu 837 " S. by E $\frac{1}{2}$ E

Lat. by Obs. $35^{\circ} 08' N$
Long. Chron. $161^{\circ} 29' W$

Bound to the Sandwich Islands

Tuesday Oct. 12th Begin with light air from the Northwest steering E. S. E. the crew employed in washing bone, the weather warm clear and pleasant, at sunset not a breath of air stirring middle part light air from the Northwest course the same after sunset a breeze springs up from the Eastward, heading S. by E the watch employed in washing and drying bone

Distance 67 miles S. E. by E. $3\frac{1}{4}^{\circ}$

S. to Oahu 773 " S. $9\frac{1}{4}^{\circ}$ E

Lat. by Ob. $34^{\circ} 26'$ N.

Long. " Chron $160^{\circ} 22'$ W

Wednesday Oct. 13th Begin with light air from the Eastward the ship heading S. by E. the watch employed as in the previous day, at 6 P. M. coming up to S. E. by E. middle part wind light from the Eastward heading S. E. after sunset hauly to N. E. steering E. S. E. the crew employed in breaking out provisions from the after hatch and substituting rice

Distance run 98 miles S. E.

S. to Oahu 699 " S. $4^{\circ} 33'$ E

Lat. by Ob. $33^{\circ} 20'$ N.

Long. " Chron $159^{\circ} 00'$ W

Thursday Oct. 14th Begin with strong breeze from N. E. steering S. E. this afternoon finished in the after hatch, also saw a ship 4 points on the lee bow standing to the Southwest middle part strong trade from N. E. steering S. E. by S. after sunset strong breeze from N. N. E. course the same, the watch employed in washing and drying bone and stowing it between decks

Distance run 214 miles S. E. by E

S. to Maui 563 " S. $6^{\circ} 33'$ E

Lat. by Ob. $30^{\circ} 11'$ N.

Long. " Chron $157^{\circ} 2'$ W

Friday Begin with strong breeze from N. N. E. steering S. E. by S. the crew employed in washing and drying bone preparing to stowing it between decks, as we have such a glorying breeze we bid fair to be in port, before we can get the ship in order so that it is a catching time for all hands, middle part

1852 In the North Pacific Ocean

fresh breeze from N. E. steering S. E. by S. $\frac{1}{2}$ S. after part
wind and course the same the crew employed in washing
ship

Distance run 204 miles S. E.

D^o to Maui 370 " S. $2^{\circ} 33' E$

Lat. by Ob. $27^{\circ} 16' N$
Long. " Chron $155^{\circ} 38' W$

Saturday Oct 16th Begin with strong breeze from N. N. E.
steering S. by E. the watch employed in cleaning ship and making
preparations for port, middle pent set foretopmast and main
top gallant studding sails steering S. by E. during the night
the wind hauled to E. took in studding sails, after part wind
and course the same, the watch employed in cleaning ship
& ship in sight all steering to the Southward bound in to
the Sandwich islands

Distance run 194 miles S

D^o to Maui 177 " S. $2^{\circ} 35' W$

Lat. by Ob. $24^{\circ} 04' N$
Long. " Chron $155^{\circ} 43' W$

Sunday Oct 17th Begin with strong breeze from the
Eastward steering S. 6 ship in sight, set foretopmast studding
sails, during the afternoon finished cleaning ship and
were all ready for port, middle pent strong trade from
N. E. steering S. after part wind hauled to the Eastward
took in studding sail. At 7 A. M. made the land directly
ahead, being the island of Maui, at 6 P. M. civil time
came to anchor at Lahaina three ships at anchor
and eight others in the passage endeavoring to work up
to the anchorage through calm and light eely breeze,
from every point of the compass, remainder of the day
calm

Monday Oct 18th Begin with hot sultry weather
and a calm, took out a part of our bone and spread
it out preparatory to drying and bundling - during the

Bound to the Sandwich Islands

day 6, more ships came to anchor, we have also heard it reported that the Sarah of Matapowiet is lost with her entire crew. She left the Sea of Kamtchatka in the early part of the season leaking badly, having been crushed in the ice, thinking they could keep her afloat until they reached here, and have not since been heard from, remainder of the day calm.

Tuesday Oct. 19th Began with light air from S.W. to day commenced bundling our bone, during the day two arrivals, no departure, we also found in the column of the friend 21 letters addressed for us at Oahu, which in all probability we shall receive day after to morrow the Captain having sent for them remainder of the day calm.

Wednesday Oct. 20th Began with a calm the watch employed in bundling bone, the starboard watch on shore on liberty 19 vessels at anchor beside us, and one coming in, remainder of the day calm.

Thursday Oct. 21st Began with excessively hot, sultry weather scarcely a breath of air stirring, to day finished bundling the remainder of our bone, having dried it thoroughly, five more whalers arrived to day, the larboard watch on shore, remainder of the day calm.

Friday Oct 22nd Began with the same old oppressive weather we have experienced here since our arrival three more arrivals, the starboard watch on shore, remainder of the day calm.

Saturday Oct 23rd Began with hot weather, two more arrivals, the larboard watch on shore, to day washed the ship and had her ready for painting, also put our bone

1852 Laying at Anchor at Maui (I.I.)

in the main hatch, remainder of the day light air

Sunday Oct. 24th Began with hot, sultry weather the starboard watch on shore on liberty, the shipping in the harbor displaying the stay and stripes in every direction, remainder of the day light air

Monday Oct. 25th Began with hot weather, at an early hour towed off a raft of 11 casks of water, also commenced painting larboard side of the ship, the larboard watch on shore two more arrivals to day, remainder of the day the same

Tuesday Oct 26th Began with warm weather, the starboard watch on shore on liberty, took in to day a portion of our potatoes remainder of the day calm and sultry

Wednesday Oct. 27th Began with hot, sultry weather, the larboard watch on shore on liberty, during the day, received from shore a boat load of pumpkins and bananas, also painted starboard side of ship, during the day a number of arrivals and departures the weather excessively hot

Thursday Oct 28th Began with a calm, to day distributed our beer between decks, for a final storage of it previous to sailing, also filled a number of pipes between decks with water, during the day a little breeze sprang up from the Southward and was quite refreshing, quite a number of the crew were unable to day to do duty, some 8 or 10 with cholera morbus, occasioned by immoderate partaking of fruit and drink and also the unusual heat of the weather, a number of departures and one arrival, remainder of the day pleasant

1852 Laying at Anchor at Nassi. I. I.

Friday Oct. 29th Beging with a calm. to day received the balance of our potatoes and three boat loads of wood, also discharged our 4th mate who shipped with us last season at Oahu, during the day the trade set in quite fresh and pleasant, 4 departures and one arrival, remainder of the day pleasant

Saturday Oct. 30th Beging with the usual mild weather we have experienced here, all hands employed in ship's duty, a number of the crew still sick from excess of fruit

Sunday Oct 31st Beging with a second edition of dog days as far as the weather is concerned, and finding us at our anchorage opposite Lohianua, together with a goodly number of Baskin whale ships, some bound home with a profitable voyage to all concerned, others with another North West season in full view before them, the starboard watch on shore on liberty, the sick all convalescent, the watch set for the night, and order, quiet and contentment in shipboard as usual the order of the day

Monday Nov 1st Beging with warm weather, no rain has fallen since our arrival here, three or four departures and no arrivals, to day discharged Charley Munson, Barney M. Gray and Santiago a Spanish lad, also brought off a small raft of water, the crew employed in ship's duty, remainder of the day calm

Tuesday Nov 2nd Beging with the same kind of weather we have experienced since our story here, several departures and no arrivals to day, also discharged Alek (Otakeite) a Kanaka making 5 we have discharged at this port since our arrival also received on board Charley Lewis a seaman from the United States, who had been an inmate of the Armeenc hospital for the last year with consumption and had received no benefit, being a mere youth, and anxious to return to his parents as dis

1852 Laying off and on Oahu (I. I.)

in the attempt. The Captain very humanely consented to receive him on board and placed him in the stowage remainder of the day calm

Wednesday Nov 3rd Began with a calm, a light breeze soon springing up from the Westward, at an early hour commenced heaving up the anchor and at 7 A. M. were under way intending to stop at Oahu, as the ship proved off. The Huntville saluted us with a discharge from her 4 guns, and ran up her ensign the compliment was duly acknowledged by us, by settling our ensign there being, not having our long term mounted, during the day light baffling wind from W. to E. at 3 P. M. fresh breeze from the Westward, at 6 took in fore and main topgallant sails with flying jib heading W. by N.

Thursday Nov 4th Began with light baffling wind from the Westward in sight through the haze, at early dawn made Diamond Hill the remnant of a volcano, in time past in full operation, the wind being very light the Captain proceeded with a boat crew to the town, to transact his business, heaving up the last season sails and provisions, and then being no prospect of the ship getting there until late in the day, remainder of the day laying off and on

Friday Nov 5th Began with a calm laying off and on Oahu, during the forenoon a stranger made his appearance on deck, having secreted himself on board ship at Lahaina he belonged to the Albion Capt. Powell and had run away from her, at 12 the Captain came on board

Saturday Nov 6th Began with calm, at 1 P. M. the schooner came alongside with the prisoners left last season the interloper found on board of us was sent on shore by them

In the North Pacific Ocean

and we took our departure with light air from the Southward heading W. S. W. middle part a light breeze from E. N. E. set foretopmast and main topgallant studdingsails steering S. S. E.

Lat. by Ob. $20^{\circ} 06' N$.

Long. " Chron $158^{\circ} 28' W$

Sunday Nov 7th Began with moderate breeze from the E. N. E. steering S. S. E. three ships in sight from west head bound in the same direction as ourselves, middle part wind hauly to E. S. E. heading S. took in studding sails, also spoke the Levant of Sagharba got hauly this morn, after part moderate breeze from E. S. E. heading S.

Distance run 109 miles S by E $\frac{1}{2}$ E

Lat. by Ob. $18^{\circ} 21' N$

Long. " Chron $157^{\circ} 49' W$

Monday Nov 8th Began with fine weather and moderate breeze from E. S. E. heading S. the Levant about 6 miles astern middle part squally from E. S. E. to S. E. with any quantity of rain, after part good weather and steady wind from E. S. E. heading S. the Levant still in sight

Distance run 114 miles S by W. $\frac{1}{2}$ W

Lat. by Ob. $16^{\circ} 43' N$

Long. " Chron $158^{\circ} 26' W$

Tuesday Nov 9th Began with good weather and moderate breeze from E. S. E. heading S. the watch employed in mending sails, middle part moderate breeze from the same quarter heading S. after part hauly to the Eastward two ships in sight the watch employe in mending foretopmast

Distance run 111 miles S $\frac{3}{4}$ E

Lat. by Ob. $15^{\circ} 3' N$

Long. " Chron $158^{\circ} 9' W$

Wednesday Nov 10th Began with moderate wind from the Eastward heading S. S. E., this afternoon finished the foretopmast

1852 In the North Pacific Ocean

and sent it up, middle and after parts fresh breeze from the Eastward heading the same

Distance run 154 miles S. by E. $\frac{1}{2}$ E

Lat. by Obs. 12° 42' N.

Long. .. Chron. 157° 28' W.

Thursday Nov 11th Began with strong breeze from the Eastward heading S. by E. at 2 P.M. a heavy squall rising took the light sails and double reefed the topsails, after a deluge of rain clay up, made sail, at 5 P.M. another heavy squall with plenty of rain, set main top gallant sail steering S. E. by S the wind out E. N. E. middle part wind heavy to N. W. and raining throughout the entire night, at daylight heavy to the Westward and die away to a calm, at 10 A.M. a light breeze springs up from the Eastward steering S. P. E.

Distance run 121 miles S. by E. $\frac{3}{4}$ E

Lat. by Acct 10° 50' N.

Long. .. D^r 156° 35' W.

Friday Nov 12th Began with fresh breeze from E. N. E. steering S. E. by S. with rain, at 4 P.M. the rain ceases, this afternoon in looking around between decks we discovered a barrel cask entirely empty, we had been pumping oil for the last 10 days and things began to look serious, before we found the cask, and we are in hopes of this one cask being the sole cause of it, middle and after parts wind moderate from E. N. E. steering S. E. by S

Distance run 110 miles S. by E. $\frac{3}{4}$ E

Lat. by Obs. 9° 06' N.

Long. .. Chron 155° 58' W.

Saturday Nov 13th Began with moderate breeze from the Eastward steering S. P. E. middle part wind let her come up to S. E. after part the same with occasional squalls the wind growing lighter

Distance run 129 miles S. E. by S. $\frac{1}{2}$ S

Lat. by Obs. 7° 14' N.

Long. .. Chron 154° 54' W.

Homeward Bound

Sunday Nov 14th Began with light air from E. S. E. heading S. This afternoon on starting the pumps to our astonishment we pumped clear oil for 15 minutes, we do not understand this new phenomenon and if it keeps on at that rate much longer, we shall be forced to lose all our oil between decks, as we presume that is the oil which is now leaking, this afternoon exchanged signals with the Herald bound in the same direction we are at 7 P. M. had a heavy squall from S. E. took in all the light sails together with the courses and double reefed the topsails, split foretopgallant sail badly, middle part raining tremendously with dirty, squally weather, after part weather more settled made sail wind in the same direction ship heading S. S. W.
Distance run 79 miles S. by W

Lat. by Obs. 6.07 N.
Long. Chron 155.07 W

Monday Nov 15th Began with good weather and moderate winds from S. E. heading S. S. W. the Herald still in sight nearly astern middle part wind moderate from S. E. and weather good ship heading S. S. W. after part wind and course the same, the watch employed in mending foretopgallant sail.
Distance run 132 miles S. S. W

Lat. by Obs. 4.09 N.
Long. Chron 155.59 W

Tuesday Nov 16th Began with fine weather and a good breeze from E. S. E. steering S. by E. our companion the Herald still in sight on our weather quarter, during the afternoon spoke her like vessels had seen nothing since leaving the islands middle and after part fresh breeze from E. to E. S. E. ship heading principally S. by E.
Distance run 156 miles S. by E.

Lat. by Obs. 1.38 N.
Long. Chron. 156.16 W

Wednesday Nov 17th Began with fine weather and a good breeze

1852 In the South Pacific Ocean

from the E. by N. heading S. by E. middle and after part wind lighter from E. S. E. heading S. the weather beautiful on companion the Herald about 18 miles astern, during the forenoon she tacked and stood on the other tack, which I presume is the last we shall see of her this voyage.

Distance run 136 miles S. S. W.

Lat. by Obs. 00° 40' S
Long. Chron. 157° 6' W

Thursday Nov 18th Began with fine weather and fine sea once more in the South Pacific having crossed the Equator this morning the wind moderate from E. S. E. ship heading S. middle and after part wind the same, ship heading up no better, this morning went the mainmast repaired it and bent it again.

Distance run 136 miles S. 4° W

Lat. by Obs. 2° 44' S
Long. Chron. 157° 16' W

Friday Nov 19th Began with fine weather and light breeze from S. E. by E. heading S. this afternoon sent down the mainmast and bent a new one, middle part wind the same, after part went the foremast to repair it the wind light from the E. by S. ship heading S. by E.

Distance run 90 miles S

Lat. by Obs. 4° 14' S
Long. Chron. 157° 14' W

Saturday Nov 20th Began with light air from E. S. E. heading S. during the night finished the foremast and bent it again, middle part took in top gallant sail, hauled up the ensign and sailed with main yard aback, believing we were on good sperm ground, at 5 A. M. made sail and boreed forward heading S. E. wind E. N. E. after part wind hauled to N. N. E. at 11 A. M. raised sperm whale, ahmed lowered 1st and 2nd boats and afterwards 3rd boat, sperm whale

Homeward Bound

of the day the boats chasing whals, scattered in every direction in packs of two or three and very wild

Distance run 76 miles S. S. E

Lat. by Obs. $5^{\circ} 26' S$
Long. " Chron. $156^{\circ} 46' W$

Sunday Nov 21st Began with fine weather and moderate winds from N. N. E. the boats still in pursuit, the whals scattered about singly and in pairs, showing no chance at all. At 1 P. M. the mate's boat fastened but the chance being a poor one the men drew. at 3 P. M. the boats were called on board, the whals going dead to windward, middle part tacked ship heading N. W. at 5 P. M. tacked again heading E. saw a ship cutting, supposed the Mito. at 7 A. M. raised sperm whals 5 miles off. after breakfast lowered 1st 2nd and 3rd boats but could not fasten. at 10 called the boats on board the whals still in sight, going as fast as the ship

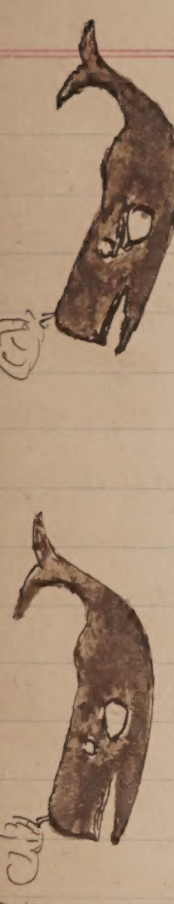
Lat. by Obs. $5^{\circ} 14' S$
Long. " Chron. $157^{\circ} 9' W$

Monday Nov 22nd Began with light winds from N. E. heading N. N. W. sperm whals in sight & pouring on our weather bow. at 1 P. M. lowered 1st and 2nd boats, after two heavy broad chasing guns it up the whals going faster than the boats could pull, middle part heading N. N. W. toward morning wore ship heading S. E. At 9 A. M. raised sperm whals 10 miles off breaching in our larboard bow, kept her off for them, in half an hour came up to them. the mate being unable to lower, having burnt his eye yesterday with the sun, the Captain took his boat and lowered followed by the 2nd mate, in a short time the Captain struck, this way too much for the mate and when he went in the bow boat followed by the 3rd mate, with the starboard boat and both put with might and main for the fast boat. somewhere of the day the boats in chase and three of them fast

Lat. by Obs. $5^{\circ} 27' S$
Long. " Chron. $157^{\circ} 12' W$



1852 In the South Pacific Ocean

Tuesday Nov 23rd Began with moderate winds from N.E. and fine weather the boats all fast. In a short time the Captain waked his whale and started for another, the 2nd mate also turned up his whale and fastened to another having waked the first. In a few minutes one of the waked whales rolled over throwing the wale into the water, nearly causing us to lose the run of him, and just at this moment the mate's whale starved his boat, so that he could scarcely keep her afloat, compelling him to cut, his whale spouting blood. The 3rd mate who had just turned up his whale, waked him and cutting loose, started for the mate's whale which he soon overtook and killed the 2nd mate saved both of his, and after considerable trouble and anxiety, we succeeded at 5 P.M. in having the whole 5 nicely tied up by the tail alongside of the ship, when all hands went to dinner after such a glorious day's work middle part laying by our whale, at our early hour commenced breaking out the blubber room, which was filled with casks of water. After breakfast commenced cutting, at 11 A.M. arisen a break in our weather bow, in an hour after seen several flocks, have no doubt they were sperm whales, but we had our hands full to take care of what we had alongside, remainder of the day employed in cutting

Lat. by Obs. 5° 26' S
Long. " Chron 157° 32' W

Wednesday Nov 24th Began with fine weather and going up briskly engaged in cutting, at half past 6 P.M. finished cutting when we braced forward heading E. the wind light from N.N.E. middle part the watch employed in clearing away the heads after part moderate wind from N.E. heading E. & E. under easy sail, at 11 A.M. started the works

Lat. by Obs. 5° 33' S
Long. " Chron 157° 28' W

Homeward Bound

Thursday Nov 25th Began with fine weather and light wind from N. E. heading E. S. E. the crew employed in boiling, middle and after parts employed in boiling

Lat. by Obs. 6° 08' S
Long. " Chron 156° 56' W.

Friday Nov 26th Began with fine weather and moderate wind from N. E. heading E. S. E. under easy sail, the crew employed in boiling, at 7 P. M. were ship heading N. N. W. and lay with main yard aback, middle watch employed in boiling, after part began forward heading to the Northward still employed in boiling

Lat. by Obs. 5° 54' S
Long. " Chron 157° 14' W

Saturday Nov 27th Began with fine weather and light wind from E. N. E. heading N. by W. still employed in boiling, at half past 1 P. M. the cry of sperm whalys was again heard from mast head, a large school of sperm whalys cry, they were going fast immediately lowered 1st 2nd and 3rd boats but could not strike, the boats were called on board and we finished boiling during the afternoon, one whaly turning up a plump 120 barrels of oil, middle part fresh breeze from E. N. E. heading N. by W. after part wind the same was ship heading S. E. saw a ship a long distance off

Lat. by Obs. 5° 37' S
Long. " Chron 157° 26' W

Sunday Nov 28th Began with fresh breeze from E. N. E. heading S. E. middle part the ship came up to S. E. by E. and E. S. E. after part wind moderate from N. E. at 7 A. M. were ship heading N. N. W.

Lat. by Obs. 6° 20' S
Long. " Chron 157° 5' W

1852 In the South Pacific Ocean

Monday Nov 29th Began with light breezes from N.E. heading S.W. at sunset ship came up to N. middle part wind heavy to the Eastward heading N.W.E. after part at 8 A.M. tacked ship heading S.E. wind from the Eastward

Lat. by Obs. 5° 20' S.
Long. Chron. 156° 43' W

Tuesday Nov 30th Began with fine weather and moderate wind from the Eastward heading S.E. at 7 P.M. tacked ship heading N.W.E. middle part light wind from the same quarter at 3 A.M. tacked ship heading S.E. after part nearly calm

Lat. by Obs. 5° 39' S.
Long. Chron. 156° 29' W

Wednesday Dec 1st Began with light wind from N.E. steering S.E. middle part steering S.E. by S. $\frac{1}{2}$ S. after part wind and course the same. At $\frac{1}{2}$ past 11 A.M. a most melancholy accident happened on board ship, the young man Charles Loomis whom we had taken on board at the island under the hope that we would be enabled by dint of care and attention, to restore him to a widowed mother and his circle of relatives and friends, suddenly ruptured a blood vessel whilst preparing to take his dinner. So sudden and copying way the haemorrhage from the lungs, that it was at once evident he was beyond all human aid and that a few brief moments would terminate his existence, he spoke but once, when asked how he felt, he replied bad, God have mercy on me, and spoke no more in half an hour he expired without a groan or struggle such is the uncertainty of human life.

Lat. by Obs. 7° 50' S.
Long. Chron. 156° 11' W

Homeward Bound

Thursday Dec^r 2nd Began with moderate wind from N.E. steering S.E. by S. 1/2 S. the remains of the young man were laid out with all the attention possible on ship board and as the sun sank beneath the western waters, the main yard was hauled aback, the funeral service read, and the body consigned to a sculler gave the depth of ocean, when after a reasonable time we braced foremast and stood on steering S. by E. 1/2 E. middle part wind moderate from N.E. steering S. by E. set foretopmast and maintopgallant studdingsails, after part wind and course the same

Lat. by Obs. 9° 48' S.
Long. " Chron. 155° 22' W

Friday Dec 3rd Began with light breeze from N.E. steering S. by E. during the afternoon saw a ship in our weather bow standing to the N.W. and apparently for the Sandwich islands, presume the way a whaler direct from home, middle and after part wind light from the same quarter steering S.

Lat. by Obs. 10° 38' S.
Long. " Chron 155° 40' W.

Saturday Dec^r 4th Began with light air from E. N. E. steering S. at 6 P.M. wind hauled to E. S. E. took in studding sails, middle part wind light from the same quarter set studdingsails steering S. by W. after part nearly calm the crew employed in coopersing and stowing down our oil

Lat. by Obs. 11° 14' S.
Long. " Chron 155° 55' W

Sunday Dec 5th Began with light air from S. S. E. steering S. W. during the afternoon finished stowing down our oil 115 barrels, the wind also hauled to E. S. E. steering S. by W. middle part wind and course the same, after part wind hauled to S. E. and kept constantly veering to E. and

1852 In the South Pacific Ocean

and back again with squally weather

Lat. by Acct. 13° 01' S
Long... D^c 156° 30' W

Monday Dec^r 6th Begin with squally weather from S.E. during the afternoon the weather grew better and the wind haul, to E.S.E. steering S. by W. middle and after party good breeze from E.S.E. steering S.

Lat. by Obs. 14° 31' S
Long... Chron 157° 23' W

Tuesday Dec^r 7th Begin with a good breeze from E.S.E. steering S. at 5 P.M. had a squall from E.N.E. square in the yards and set main topgallant sail and foretopmast standing sail. steering S. by W. $\frac{1}{2}$ W. middle and after party wind the same also the course

Lat. by Obs. 16° 31' S
Long... Chron 158° 33' W

Wednesday Dec^r 8th Begin with a good breeze from E.S.E. steering S. by W. $\frac{1}{2}$ W. directing our course to Whistootookin 150 miles distant, at $\frac{1}{2}$ past 2 raised sperm whale, lowered all 4 boats and after chasing 3 hours gave it up, being unable to get on then when the boat came on board and we stood on, middle part fresh breeze from E.S.E. steering S. by W. $\frac{1}{2}$ W. after part wind the same, at 9 P.M. raised the land directly ahead nearly 30 miles distant, at 11 raised three ships, lying off and on the island, kept her off a point

Lat. by Obs. 18° 41' S
Long... Chron 159° 35' W

Thursday Dec^r 9th Begin with fine weather and a good breeze from E.S.E. running along the island, the ships

Homeward Bound

spoken were the Porters of New Bedford, the George and Mary of New London, the Arrowhead of Falmouth nothing since leaving the Sandwich Islands. At 2 P.M. the Captain went on shore during the afternoon, received one boat load of wood, also one of pine apples, ducks &c. At 6 P.M. saw the Maria standing across our stern, she had taken nothing since leaving the I. I. middle part lying off and on the island, at an early hour saw a bark coming in the Eugene of Stonington, also the bark Columbia of Stonington neither of them had taken any thing since leaving the island, remainder of the day boating off wood and fruit.

Friday Dec 10th Began with fine weather and moderate breeze from E. S. E. lying off and on the island, during the afternoon received the remainder of the wood & boat load in all and at 1/2 past 8 P.M. left the island steering S. by W. middle and after parts light winds from E. S. E. heading S. and S. by W.

Lat. by Ob. 19.52 S
Long. Chron 159.55 W

Saturday Dec 11th Began with light airs from E. S. E. heading S. directing our course toward Rorotonga 84 miles distant directly ahead, middle part light winds from E. S. E. this heading up S. E. at early dawn saw the island, a little on our weather bow, luffed up for it, remainder of the day standing in toward the land

Lat. by Ob. 21.05 S
Long. Chron 159.52 W

Sunday Dec 12th Began with light winds from the E. standing in toward the land, at half past 1 P.M. the Captain went on shore, middle part lying off and on the island, at 7 lowered 3 boats to go in and lay off a raft of water, the Captain also came off and settled with two Rorotakas Jim and Charles

1852 In the South Pacific Ocean

belonging here, our raft of water way brighten in, we brace forward and stood on homeward bound heading S. P. E. with a good breeze from the E.

Lat. by Obs. 21.22 S
Long. .. Chron. 160.00 W

Monday Dec^r 13th Began with a good breeze from the East steering S. P. E. the land in sight again, middle pent light wind, from the same quarter course S. by E. after pent wind and course the same, removed the spay from off the bow and placed them ast to lighten the ship by the head, also removed small chests,

Lat. by Obs. 23.14 S
Long. .. Chron. 159.50 W

Tuesday Dec^r 14th Began with light wind from the Eastward steering S. by E. set maintopgallant and foretopmast studding sail, middle pent wind light from the Eastward, course the same, after pent nearly calm, with occasional rain squally

Lat. by Obs. 24.56 S
Long. .. Chron. 159.29 W

Wednesday Dec^r 15th Began with a calm, during the afternoon light squally from various parts of the compass, middle pent wind hauly to E. N. E. course the same, set lower studding sail, after pent wind hauly to the Northward, with rain squally, during the forenoon reeved a ship ahead under easy sail

Lat. by Obs. 26.31 S
Long. .. Chron. 159.00 W

Thursday Dec^r 16th Began with a good breeze from the Northward steering S. by E. with studding sails set aback and aloft, at 1 P. M. came up to the ship and spoke her, when she

Homeward Bound

proved to be the bark Fortune of New Bedford, she was cutting an 80 barrel whale (sperma) middle part squally took in studdingsail, the rain pouring down in torrents, after part wind hauled to N. N. W. steering S. by E.

Lat. by Acct 29.00 P
Long. " D^r 158.30 W

Saturday Dec^r 17th Began with light air from E. S. E. breeze up during the afternoon and hauled to S. W., at 7 P. M. hauled to the Northward and rain sets in, middle part wind from the Northward steering S. by W. took in studdingsail, heading S. E. the rain also ceases

Lat. by Acct. 30.05 P
Long. " D^r 158.00 W

Saturday Dec^r 18th Began with thick cloudy weather and strong breeze from S. S. W. the ship heading S. E. by S. during the afternoon, the ship came up to S. by E. 1/2 E. and the weather grew better, middle part wind moderate from S. S. W. heading S. E. by S. at an early hour found we had carried away our foretop sail yard, sent down the sail and yard, remainder of the day wind moderate from S. W. heading S. S. E. the watch employed in fitting a new fore top sail yard

Lat. by Obs. 31.50 P
Long. " Chron 157.29 W

Sunday Dec. 19th Began with moderate wind from S. W. heading S. by E. at 1/2 past 5 sent up the new yard and bent on the sail, middle part fresh breeze from S. S. W. heading S. E. and S. E. by S. after part heading E. by S.

Lat. by Obs. 33.03 P
Long. " Chron 155.15 W

1852 In the South Pacific Ocean

Monday Dec^r 20th Began with strong breeze from E.S.E. heading E. by S. putted fore and main top gallant sails and wore ship heading S.W. middle and after part strong breeze from S.E. the ship heading S.S.W.

Lat. by Ob. 33° 58' S
Long. Chron 155° 57' W

Tuesday Dec^r 21st Began with fine weather and fresh breeze from S.E. the ship heading S. by W. 1/2 W. the weather quite chilly, wooden clothing in general demand, middle part wind moderated from S.E. heading S. by W. 1/2 W. after part wind the same, this morning raised a sail two points on our lee bow as far as could be seen from mast head

Lat. by Ob. 35° 34' S
Long. " Chron 157° 13' W

Wednesday Dec^r 22nd Began with light breeze from S.W. heave to S.E. heading S. by W. 1/2 W. the ship raised this morning still on our lee bow evidently gaining upon her, middle part wind light from E.S.E. steering S. by W. set maintop gallant and foremast studding sails, after part wind and course the same

Lat. by Ob. 36° 43' S
Long. Chron 158° 4' W

Thursday Dec^r 23rd Began with light air from E.S.E. steering S. 1/2 W. that ship still in sight a little on our lee bow gaining upon her slowly, all we want is a good breeze and we will soon give her an opportunity to read our man all we can do now is to look at her and go whistling about deck in hope of raising a breeze, middle part breeze up a little from the Northward set studding sails aloft and abait, after part wind the same, at 10 A.M. came up with her and found her to be the French Whaler La Tour du Pin

Homeward Bound

nothing since leaving the glaucy

Lat. by Ob. $37^{\circ} 59' S$

Long. Chron. $158^{\circ} 15' W$

Friday Dec: 24th Begin with light breeze from the Northward steering $S. \frac{1}{2} W$. the La tour du pin in company with us, at 4 P.M. the wind hauls out ahead the ship heading $S. E.$ by $S.$ at dusk coming up to $S.$ by $E.$ middle part wind the same course $S. \frac{1}{2} E.$ after part wind hauls a little more to the Westward set studding sails course the same

Lat. by Ob. $39^{\circ} 15' S$

Long. Chron. $158^{\circ} 15' W$

Saturday Dec: 25th Begin with fresh breeze from the Westward steering $S. \frac{1}{2} E.$ our companion out of sight to windward having hauled upon the wind this morning, middle part strong breeze from the Westward steering $S.$ by $E. \frac{1}{2} E.$ with studding sails set, after part wind hauls to $S. W.$ and dies away almost to a calm took in studding sails

Lat. by Ob. $41^{\circ} 24' S$

Long. Chron. $157^{\circ} 30' W$

Sunday Dec: 26th Begin with foggy weather and a calm, the ship lying almost motionless on the water, middle part a breeze springs up from the Northward, set studding sails aloft and aloft, steering $S. E. \frac{1}{2} E.$ after part wind and course the same

Lat. by Ob. $42^{\circ} 05' S$

Long. Chron. $157^{\circ} 15' W$

Monday Dec: 27th Begin with fog and rain and a moderate breeze from the Northward steering $S.$ by $E. \frac{1}{2} E.$ middle part strong breeze from the Northward steering $S.$ by $E. \frac{1}{2} E.$ with studding sails set on both sides, after part wind hauls to the $N. W.$ took in the studding sails, course the same

1852 In the South Pacific Ocean

Lat. by Obs. $47^{\circ}57' S$
 Long. Chron $156^{\circ}36' W.$

Tuesday Dec 28th Began with fresh breeze from N. W. steering S. by E. $\frac{1}{2}$ E. uncommonly pleasant for these latitudes, the wind fair and steady, and the ship making good headway, middle part strong breeze from N. W. steering S. by E. $\frac{1}{2}$ E. after part wind the same altered her course to S. E. at 12 M. took in studding sails and hauled up mainsail as we were just coming on good whale ground.

Lat. by Obs. $47^{\circ}57' S$
 Long. Chron $155^{\circ}27' W.$

Wednesday Dec 29th Began with strong breeze from the N. W. steering S. E. at 4 P. M. raised a whale about a mile off luffed up to the wind and lowered 1st 2nd and 3rd boats the Captain taking the mate's boat, the 2nd mate came very near going on his boat's teer standing up for him and the whale running under water ahead of the boat too deep to fasten to him the boats were then called in board, a very rugged sea on. At $\frac{1}{2}$ past 7 P. M. raised two more whales, kept off the ship for them when they proved to be fair backs, luffed the ship up to the wind heading S. W. by W. At 4 A. M. kept her off N. E. at 9 raised a right whale lowered 1st 2nd and 3rd boats but could not strike, the boats were then called in board in an hour after saw another whale, the 1st 2nd and 3rd mates lowered again, in a short time the mate fastened to a large bull, which was killed by the 2nd mate, remainder of the day the boats all fast and the whale sporting blood.

Lat. by Obs. $48^{\circ}09' S$
 Long. by Chron $153^{\circ}54' W.$

Thursday Dec 30th Began with good weather and a rugged sea on the whale almost dead, at 1 P. M. had



Homeward Bound

had him alongside, after dinner commenced cutting and finished during the afternoon, middle part double reefed the topsails and stood along under easy sail heading S. W. by W. the watch employed in cutting up the blubber on deck, as we were so full that we had no blubber room, at 10 P. M. kept her off E. by S. also started the work, after part employed in boiling

Lat. by Ob. $48^{\circ} 14' S.$
Long. " Chron. $152^{\circ} 27' W.$

Friday Dec. 31st Beginning with fine weather and moderate winds from W. N. W. steering E. by N. the watch employed in boiling our oil also is leaking badly, pumping it up every time we pump ship, the very sight of it is enough to make a man stick his grand mother, but we see no other remedy at present, than to put it on over the scum as fast as it runs out of the scumpey or in other words to keep wheeling it, middle part strong breeze from N. W. steering E. the watch employed in boiling, at breakfast time cooled down the work, remainder of the day calm

Lat. by Ob. $48^{\circ} 25' S.$
Long. " Chron. $150^{\circ} 40' W.$

Saturday Jan. 1st 1853 Beginning with a calm and a rain storm the watch employed in cooping and storing down our oil to get it off deck as soon as possible for fear of bad weather as we are in a very tricky place, at 1/2 past 7 P. M. finished storing down our oil the whale making us a large 70 barrel, a noble southern whale, middle part strong breeze from N. N. E. heading E. after part strong breeze from N. N. E. with fog and rain

Lat. by Acct. $49^{\circ} 00' S.$
Long. " D^r $148^{\circ} 30' W.$

Sunday Jan. 2nd Beginning with strong breeze from N. N. E. and rain, at 6 P. M. took in main sail and flying jib, and made every

1853 In the South Pacific Ocean

thing secure about deck, in case we should have a gale of wind before morning, middle part blowy heavy from N. N. E. close reefed fore and main topsails, hauled up main sail and furlled top gallant sail, toward daylight moderate. At 5 A. M. the wind suddenly came out from W. N. W. and in five minutes was blowing a living gale of wind, a perfect hurricane, butt end foremost before we could get the fore sail in it was blown to pieces, remainder of the day a gale of wind from the Westward scudding before it under easy sail

Distance to Cape Horn
2748 miles E. & S.

Lat. by Obs. 49° 49' S
Long. Chron 142° 30' W.

Monday Jan. 3rd Began with a gale of wind scudding before it under main topsail, main top gallant sail, double reefed fore topsail and close reefed main topsail, during the afternoon but a new fore sail and set it, our oil between decks broke loose and was adrift between decks and a tremendous sea running, and great danger of our meeting with a heavy loss, took off the hatch to try and stop it if possible, then tier of casks adrift and they found two empty ones, after laboring for two hours they succeeded in stopping it for the present, middle part wind hauly to the Northward and blowy heavy, close reefed the main topsail, at 6 A. M. the wind hauly to the Westward and clew up main sail with a good breeze from the Westward steering E. set top gallant sails

Distance to Cape Horn 2580 miles E. & S.

Lat. by Obs. 50° 20' S
Long. Chron 138° 27' W.

Tuesday Jan. 4th Began with fine weather and a good breeze from the Westward steering E. set fore topmast, main top gallant and lower studding sails on weather side middle and after parts strong breeze from the Westward steering E. with studding sails set abow and aloft

Homeward Bound

on both sides

To Cape Horn 2405 miles E. by S

Distance run 175 miles E. by S

Lat. by Ob. 50° 50' S

Long. " Chron 134° 1' W.

Wednesday Jan'y 5th Began with fine weather and strong breeze from the Westward steering E. with all sail set, middle and after parts, a gale of wind from W. S. W. steering E. and scudding under short sail under double reefed fore and main and close reefed mizen topsails

Lat. by Acct. 51° 23' S

Long. " D^o 128° 10' W

Thursday Jan'y 6th

Began with a gale of wind from W. S. W. during the afternoon hauled to S. W. and moderated a little, set fore and main top gallant sails with topsails, also fore sail and mainsail, scudding before it to the Eastward at the rate of 9 or 10 knots, a very heavy sea running and the ship behaving beautifully, middle part wind moderates and keeps hauling gradually to the Northward and growing lighter, after part breeze up again from the Northward steering E.

Lat. by Acct. 50° 56' S

Long. " D^o 124° 26' W

Friday Jan'y 7th Began with thick cloudy weather, wind from N. steering E. during the afternoon the wind keeps hauling to the Eastward took in studding sail and top gallant sails, at 6 P. M. wind hauled to S. E. and blew very fresh with every appearance of another gale of wind, furl'd mainsail and jib, double reefed fore and main and close reefed mizen topsails, at 8 P. M. a moderate gale of wind from E. S. E. was ship heading N. E. middle part strong breeze, and rugged weather from S. E. wind gradually hauling round to the S. at 5 A. M. heavy hail squally from S. at 7 hauled to S. W. and blew heavy in squally, remainder of the day wind more steady, struck a reef out of the topsails, and set main top gallant sail steering E.

1853 In the South Pacific Ocean

Distance to Cape Horn 1968 miles E. 3/4 S

Lat. by Ob. 51° 01' S
Long. " Chron 121° 47' W

Saturday Jan 8th Begin with very strong breeze, from S.W. steering E. with a very rugged sea in middle and after parts the same and squally

To Cape Horn 1768 miles E 3/4 S

Distance run 196 "

Lat. by Ob. 51° 11' S
Long. " Chron 116° 34' W

Sunday Jan 9th Begin with strong breeze from W. S. W. steering E. the squally moderating in violence, during the afternoon set main sail and studding sail, aloft and aloft on weather side middle part squally took in studding sail, top gallant sail, and double reefed the topsail, after part wind light and baffling made all sail again

To Cape Horn 1617 miles

Distance run 151 "

Lat. by Ob. 51° 30' S
Long. " Chron 112° 36' W

Monday Jan 10th Begin with almost a calm, light air from S. W. steering E. during the afternoon a light breeze springs up from the Westward, set studding sail, on both sides, steering as before, middle part moderate wind from the same quarter steering E. 1/2 S. after part wind heavy to N. W. with fog and rain the wind also grows light

Lat. by Acct. 52° 00' S
Long. " D. 108° 40' W

Tuesday Jan 11th Begin with good weather and fresh breeze from the Westward steering E. during the afternoon wind heavy to N. W. and begins to freshen. At 9 P. M. took in studding sail and rigged in the boom, blowing strong from N. W. middle part strong breeze from N. W. W. took in top gallant sail and double reefed the main topsail after part

Homeward Bound

wind hauls back again to the Westward made all sail aloft and aloft

To Cape Horn 1101 miles
Distance run 195 "

Lat. by Ob. $53^{\circ} 59' S$
Long. Chron $99^{\circ} 7' W$

Wednesday Jan. 12th. Begin with fine weather and a first rate breeze from the Westward steering E. with studding sails out on both sides aloft and aloft, middle part strong breeze from the Westward steering E. after part wind and course the same

Lat. by Ob. $54^{\circ} 00' S$
Long. Chron $93^{\circ} 58' W$

Thursday Jan. 13th Begin with foggy disagreeable weather and light wind from the Westward steering E. $\frac{1}{2}$ S. at 7 P.M. hauls to S.W. and begins to breeze us, middle part fresh breeze from S.W. steering E. after part wind hauls to W. set studding sails aloft and aloft on both sides

Lat. by Ob. $54^{\circ} 30' S$
Long. Chron $94^{\circ} 00' W$

Friday. Jan. 14th Begin with fresh breeze from the Westward steering E. with studding sails set aloft and aloft on both sides and extraordinary good weather for these latitudes, our oil leaking a little badly, but we have become so accustomed to that, that we do not mind it. The ship also leaks a little more than she did when we left the Sandwich Islands but nothing alarming middle part wind hauls to the Northward took in her studding sails, after part hauls back to the Westward with fog and rain altered her course to E. $\frac{1}{2}$ N.

Lat. by Acct $55^{\circ} 55' S$
Long. S° $88^{\circ} 50' W$

Saturday Jan. 15th Begin with foggy weather and light -

1853 In the South Pacific Ocean

wind from the Westward, steering E. $\frac{1}{2}$ N. middle part -
wind the same and lighter after part wind heave to S. W.
and blow fresh course the same

Lat. by Obs. 56° 57' S
Long. .. Chron 83° 11' W

Sunday Jan 16th Begin with fine weather and strong
breeze from S. W. steering E. N. E. our latitude being up, this
afternoon found another pipe empty between decks, our oil leaking
constantly, middle part wind the same with strong breeze
and hail squally, after part heave to S. S. W. steering E. N. E.
To Cape Horn 386 miles
Distance run 219 S.

Lat. by Obs. 56° 53' S
Long. .. Chron. 76° 29' W.

Monday Jan 17th Begin with fine pleasant weather
and moderate winds from S. S. W. steering E. N. E. saw on ship
from mast head, during the afternoon raining, at 7 P. M. wind
heave to W. S. W. and rain ceases, set studding sail aloft and
aloft, middle part wind the same with fog and drizzling rain
steering E. N. E. after part wind heave to S. S. W. course the
same

Lat. by Acct 56° 50' S
Long. .. D^r 70° 30' W

Tuesday Jan 18th Begin with cold wet and disagreeable
weather with fresh breeze from S. S. W. steering E. N. E. at
6 P. M. squally took in the light sail, furl the mainsail and
double reefed fore and mizen topsails. the wind blew heave
to the Westward, middle part light windy from the Westward
course the same, after part course the same, saw several
merchantmen outward bound

Lat. by Obs. 56° 59' S
Long. .. Chron. 67° 19' W

Off Cape Horn

Wednesday Jan. 19th Began with moderate breeze from the Westward steering N. E. by N. several ships in sight, at 4 P. M. spoke the *Tingqua* of New York bound to San Francisco. Whitman master 54 days out, had been off the Horn about a week, middle part fresh breeze from the Westward steering N. E. by N. after part wind died away almost to a calm and hauled more to the Westward and Southward

Lat. by Acct. 55° 40' S
Long. Chron. 64° 00' W

Thursday Jan. 20th Began with light air from the Westward with a drizzling rain. Staten Land plain in sight, at 6 hours to S. W. steering N. E. by N. middle part strong breeze and fine weather from S. W. steering N. E. by N. directing our course to the Falkland Islands in order to coopee our oil, after part wind and weather like the course the same

Lat. by Obs. 53° 42' S
Long. Chron 61° 8' W

Friday Jan. 21st Began with fine weather and moderate wind from S. W. steering N. E. by N. middle part wind hauled to N. with rain, took in the light sails, after part strong breeze from the Northward heading E. N. E. double reefed the topsails toward noon hauled to the Westward and clew up heading N. made sail

Lat. by Obs. 52° 45' S
Long. Chron 57° 49' W

Saturday Jan. 22nd Began with moderate winds from the Westward heading to the Northward during the afternoon raised the land ahead and in our weather bow being the East Falkland when we intended to coopee, huffed her up to N. W. by N. 1/2 N. also saw a large ship standing to the Southward

1853

Off the Falkland Islands

middle part die away to a calm, at daylight a breeze springs up from the land directly ahead at 7 hours to S.W. during the forenoon

heavy squally from S.W. took in the light sail and single reefed the topsail beating up to the entrance of the harbor (Civil Time)

At 1 P.M. a pilot came off to us and at 3 we came to anchor in the outer harbor, a large white beacon was erected on the outer point and as we advanced up huge figures on either side, like giant scarecrows pointed with extended arm toward the settlement, having funnel sail and every thing being in order all hands went to supper.

At 7 P.M. the watch was set for the night, boats crew, both anchors down and strong breeze from S.W. during the night heavy squalls from S.W.

Sunday Jan'y 23rd Begin with very heavy squalls from S.W. at an early hour all hands were called, and we commenced forthwith to break out the main hatch to ascertain the state of our oil, it being a work of imperative necessity, that should be attended to at once, not only to secure it from loss, but to hasten our departure from this dreary, dismal, inhospitable shore. Our situation also was a very critical one, it blowing very heavy on a rocky shore, which should our anchor drag, would in five minutes time bring us up, and pile our noble ship a wreck of fragments, and scatter to the four winds of heaven, our hard earnings for 30 months, worth collected amidst the rigors, dangers and privations of a polar climate, all admonishing us, to commence forthwith, even tho' it be Sunday. During the day wind heavily back and forth from S. to S.W. with occasional hail squalls, by supper time, all about the main hatch was taken out, examined and replaced, comprising when missing, and but 2 empty, pipy forms, and one practically empty, our loss not exceeding 20 barrels, this far, however night moderate, remainder of the day calm

At Anchor in Port Williams (F. I.)

Monday Jan, 24th Begins with a calm at an early hour a lighter breeze from S. E. with rain squally, all hands busily employed in preparing the ship for sea, to get out if possible before another blow should set in. At breakfast time a small schooner rigged boat from Bulkeley's Sound came alongside, she was loaded with large mullet and had also a bullock dressed and quarters took the fresh meat and a part of the mullet during the forenoon sent a boat for some seed on the beach, this was all the communication we had with the shore, neither the Captain or any other individual leaving the ship. We were informed by those who came in the boat, that the settlement here consists of rising 300 individuals sent out by a company who own the bullock running at large on the island, amounting to upwards of 20,000 mostly in a wild state. The climate here is colder in summer than we experienced in the Arctic Ocean, not a tree and scarcely a shrub can be found on the island, and a little stunted vegetation of low coarse grass, almost entirely destitute of nutriment is all that meets the eye, a few vegetables are forced into existence by means of hot beds and much labor and acquire a stunted growth such as potatoes about the size of pigeon eggs &c. a few little leaves being raised in the governor's garden. Their fuel consists principally of peat, and this even is in a fair way of giving out. The famished cattle tearing it up to obtain the little roots of which it is composed, vast herds of these wild cattle frequently come down from the interior of the island toward the settlement to find provender. The camp boys as they are called being a number of boys or servants occupying a small shanty at stated intervals from each other to keep off the wild cattle from eating up the scanty provender of their tame cry, hoist a small flag at the top of their camp, which is immediately answered by the next and so on in rotation, signifying that a herd of wild cattle is coming down upon them. The camp boys then turn out and mounting their horses (of which there are plenty wild) and arming themselves with muskets give battle to the herd oftentimes killing 30 or 40 of them before they succeed in driving them back

1853 Laying at Anchor in Port Williams (F. I.)

Their flesh is only fit for present use, as owing to the little food they get, being almost entirely destitute of nourishment, there is no substance to the flesh and it cannot be cured so as to undergo any change of climate without proving a total loss, their cattle therefore is of no further use to them than to supply their daily wants for animal food and for their hides and herry and they are constantly ruining the island for fuel, by their savagery in the heat or trap, last winter 700 head died from starvation. Misery, want and desolation reign here supreme, it is the fog end of creation whittled down to nothing. At 10 A. M. heaved up our anchor and were once more under way retracing our course through the bay toward the Ocean which we reached at noon with a grateful heart.

Tuesday Jan. 25th Begin with light winds from S. E. running along the eastern shore of the island heading to the Northward under topsails and topgallant sails, the watch employed in getting the anchor on the barge, stowing chains and other duties of the ship, at 5 P. M. wind hauls to the Westward steering N. W. middle part wind dies away to a calm after pent a light breeze springs up from the Westward heading N. W. the watch employed in scraping the bone of the left whale we took

Lat. by Obs. 50° 28' N.
Long. " Chron 58° 17' W

Wednesday Jan. 26th Begin with fine pleasant weather and light winds from the Northward heading W. by N. during the afternoon breeze up fresh from the same quarter, with every appearance of bad weather fueled topgallant sails, and reefed fore and mizen topsails. At 6 P. M. our ship heading N. E. middle part strong breeze from the Northward, fueled mizen sail and double reefed the topsails. At 5 A. M. our ship heading N. W. wind cut from N. E., after pent a gale of wind from

In the South Atlantic Ocean

S. W. with tremendous squally and a heavy sea running, steering N. and N. by E.

Lat. by Acct. 49. 50 S
Long. " D^o 58. 40 W

Thursday Jan, 27th Begin with a strong gale of wind from S. W. scudding before it under double reefed topsails and foresail steering N. E. by N. during the afternoon moderately a little, shook our reef out of the main topsail and set main top gallant sail middle part a gale of wind from S. W. scudding before it, after part moderate a little, set whole topsails, main sail and main top gallant sail steering N. N. E. a very heavy sea running but regular

Lat. by Obs. 46. 54 S
Long. " Chron 54. 57 W

Friday Jan, 28th Begin with very strong breeze from S. W. steering N. N. W. with a rugged sea on. at 6 P. M. the weather looks threatening with every appearance of bad weather and another gale of wind in store for us, took in flying jib and double reefed fore and main topsails, middle part wind moderate, set whole topsails, main sail, flying jib and main top gallant sail, at 5. A. M. wind hauly to the W. by W. and blew fresh, took in the jib, main sail, main top gallant sail and double reefed fore and main topsails, also reefed main topsail, remainder of the day a moderate gale of wind from S. S. W. with a tremendous sea running, to day found our oil drift again between decks only 5 days since we went into port for the express purpose of securing it properly

Lat. by Obs. 43. 54 S
Long. " Chron 54. 16 W

Saturday Jan, 29th Begin with a moderate gale of wind from S. S. W. steering S. by W. during the afternoon moderately set whole

1853

In the South Atlantic Ocean

maintained, maintaining gallant sail, the sea running very high and bounding her frequently deluging our deck with water middle part wind moderates, with an awful sea on steering N. shipped a heavy sea, star bulwark in the waist on larboard side also starboard and waist boats, remainder of the day nearly calm, employed in repairing boats—

Lat. by Obs. 41° 59' S

Long. " Chron 53° 50' W

Sunday Jan 30th Began with light baffling air from various points of the compass, finally settling to the N. with distant thunders, the weather looking very wild, with every appearance of a heavy N. after supper, broke out the after hatch to try and stop our oil from clanking & splashing between decks, also furlled all the light sails and reefed the topsails, middle part wind lightning, the heavens in one incessant blaze with startling peals of thunder. At 11 P.M. a breeze sprang up from the Southward, after faint fine pleasant weather and a good breeze from the Southward steering N. by W.

Lat. by Obs. 41° 09' S

Long. " Chron 54° 11' W

Monday Jan 31st Began with beautiful weather and moderate wind from S. S. W. steering N. by W. middle part baffling wind, finally settling at the N. heading N. E. by E. after faint fresh breeze from the rear quarter, the ship heading up no better

Lat. by Obs 40° 45' S

Long. " Chron 51° 46' W

Tuesday Feb 1st Began with strong breeze and rugged weather from N. heading N. E. by E. at 2 P.M. raised a sail

Homeward Bound

standing to the Southward, at 4 exchanged signals with her when she proved to be an American whaler showing a white signal with red ball, middle part squally with rain from the Westward steering N. double reefed the topsail, and furlled the mainsail, after sent a gale of wind from W.S.W. steering N.N.E. the squally tremendous

Lat. by Ob. 39. 16 S
Long. " Chron 50. 16 W

Wednesday Feb. 2nd Began with a gale of wind from W.S.W. running into the N.E. under single reefed topsail and maintopgallant sail. the squally very heavy, middle part a gale of wind from S.W. sending before it, a tremendous sea running bounding up in every direction, her decks constantly under water, so that it was almost dangerous to pass fore and aft also stove the bulwarks in sternboard quarter, after sent mudders a little, set whole topsail and topgallant sail.

Distance sailed last 24 }
hours 212 miles }

Lat. by Ob. 36. 53 S
Long. " Chron 46. 6 W

Thursday Feb. 3rd Began with strong breeze from S.W. steering N.E. by N. set mainsail jib, and main royal, the wind and sea going down very fast. middle part, fine weather and a good breeze from N.W. steering N.E. by N. the sea running down gradually after sent pleasant weather and a good breeze from the same quarter the same, during the forenoon passed two ships, one a whaler without any topgallant masts aloft, the other an English merchantman under single reefed topsail and main topgallant sail they were both bound to the Southward.

Lat. by Ob. 35. 02 S
Long. " Chron 43. 37 W.

Friday Feb. 4th Began with fine weather and a good breeze from N.W.

1853 In the South Atlantic Ocean

steering N. E. by N. middle part moderating and wind
heavily to N. N. W. ship heading N. E. after part breeze up quite
fresh and heavy to N. heading E. S. E. pulled fore and
mizen topgallant sails, the watch employed in making spars
and at work in the rigging

Lat. by Ob. 34° 13' S
Long. .. Chron 41° 34' W

Saturday Feb 5th Began with mild pleasant weather
and light wind from the Northward, the ship heading E. N. E.
at 5 P. M. saw a sail on the horizon a few off eye could
be seen from mast head, middle part a calm, at 8 P. M. a
light breath of air springs up from S. W. steering N. E. by N. after
part beautiful weather and light air from the same quarter
course the same, the watch engaged in breaking out the run
for the purpose of stowing her there to get her down soon by the
stern, also drying a portion of our board

Lat. by Ob. 33° 32' S
Long. .. Chron 40° 21' W

Sunday Feb 6th Began with warm, clear, pleasant weather
and light air from S. W. steering N. E. by N. the watch engaged
this afternoon in stowing her in the run, middle and after
parts light baffling wind, and calm, the ship lying almost motionless
on the water

Lat. by Ob. 33° 24' S
Long. .. Chron 39° 54' W

Monday Feb 7th Began with a calm, at 2 P. M. a light
air springs up from the Eastward heading N. N. E., middle part
moderate wind from N. E. heading N. N. W. after part wind
the same, saw a ship on our horizon, apparently heading to
the S. W. towards the Horn

Homeward Bound

Lat. by Ob 40.00 S.
Long. Chron. 32.20 W.
40.00 W.

Tuesday Feb 8th Began with a moderate breeze from N.E. the ship heading N.N.W. at 4 P.M. wind shifted in a squall to N.W. heading N.E. at 7 P.M. a dead calm, at 8 P.M. a breeze springing up from N.E. heading N.N.W. at 5 A.M. hauled to N.N.E. further ship heading to the Eastward, remainder of the day a good breeze from the same quarter

Lat. by Ob 31.30 S.
Long. Chron 40.03 W

Wednesday Feb 9th Began with cloudy weather and a good breeze from the Northwest heading E.N.E. middle part wind hauled to N.W. steering N.E. after part cloudy weather and fresh breeze from the Westward, steering N.E. the watch employed in setting down

Lat. by Act. 30.00 S.
Long. " D^o 38.00 W.

Thursday Feb 10th Began with cloudy weather and fresh breeze from the Westward, steering N.E. with rain squalls, during the afternoon the wind hauled to S.W. then to W. and finally to S.E. with an abundance of rain, middle part squally with fresh breeze and a heavy rain storm from S.E. steering N.E. took in fore and main top gallant sails, at 5 A.M. set them again after part fresh breeze from S.E. course the same with every appearance of the S.E. trade, the watch employed in setting down

Lat. by Ob 28.00 S.
Long. Chron 35.43 W

Friday Feb 11th Began with pleasant weather and fresh breeze from S.E. steering N.E. middle part, the breeze continued from the same quarter, after part hauled to the Eastward

1853 In the South Atlantic Ocean

the ship heading N. by E. the watch employed
in drying bone and stowing it in the run, also
suttling down

Lat. by Ob.	25.38	S.
Long. " Chron.	34.24	W.

Saturday Feb 12th Begin with warm, pleasant
weather and moderate wind from the Eastward the
ship heading N. by E. middle part moderate wind from
the same quarter, ship heading N. and N. by E. after
part, wind hauly to N. N. W. take ship heading N. E.

Lat. by Ob.	23.46	S.
Long. " Chron	34.53	W.

Sunday Feb 13th Begin with squally weather and
fresh breeze from the N. N. W. heading N. E. middle part
fresh breeze from the same quarter heading N. E. 1/2 E.
after part wind hauly to N. heading N. E. by E. 1/2 E.
nothing in sight - then 24 hours

Lat. by Ob.	22.37	S.
Long. " Chron	32.53	W.

Monday Feb 14th Begin with pleasant weather and
fresh breeze from the Northward heading N. E. by E. 1/2 E.
during the afternoon the wind hauly to N. N. W. the ship
heading N. E. middle and after part the wind hauly to the
Northward heading E. N. E. and E. by N. the watch employed
in suttling and turning down

Lat. by Ob.	21.37	S.
Long. " Chron	31.1	W.

Bound Home. Direct

Tuesday Feb, 15th Began with warm pleasant weather and light wind from the Northward, the ship heading E. N. E. at 6 P. M. received a ship two points on the beam steering to the Southward and Eastward, middle part wind hauly to E. N. E. heading E. and E. S. S. tacked ship heading N. W. after part wind, moderate and hauly back to N. tacked again heading E. N. E. also received a ship on our weather beam steering to the Southward, at 11 A. M. made the land, being the Island of Trinidad on point on our weather bow 30 miles distant the watch employed in tacking down, also commenced painting ship aloft

Lat. by Obj. 21 " 05 S.
Long. " Chron. 29 " 57 W.

Wednesday Feb, 16th Began with beautiful weather and light air from the Northward, the ship on the wind heading E. N. E. the land a little on our weather bow, the ship standing along toward it, middle part light air from the Northward heading the same, hauled aback the main top, sail head to the Westward at daylight made Martin Vaz's rock directly ahead, distant 15 miles, our ship and broad forward heading E. N. E. after part, wind very light from the Northward, ship heading the same, the watch employed in tacking down, also broke out between decks, at the fore hatch to make a final regulation.

Lat. by Obj. 20 " 33 S.
Long. " Chron. 28 " 40 W.

Thursday Feb, 17th Began with light air from the Northward heading E. N. E. at 7 P. M. a dead calm, at 8 a light breeze springs up from N. N. E. heading N. W. by N. 1/2 N. in a short time hauly to E. N. E. and ship hauly N. middle part moderate wind from E. N. E. heading N. after part fine weather and light wind from E. N. E. ship heading the same

1853 In the South Atlantic Ocean

the watch employed in tarring down, also weighing starboard side of ship preparatory to painting. The land in sight most of the forenoon

Lat. by Obs. 19° 28' S
Long. " Chron. 29° 16' W

Friday Begins with warm, pleasant weather and light winds from E. N. E. steering N. N. W. middle part light air and rain squally from E. N. E. to S. steering N. by W. during the night passed a ship, after part light wind from E. N. E. steering N. by W. & W. the watch employed in painting the channel and the spar

Lat. by Obs. 18° 24' S
Long. " Chron. 29° 57' W

Saturday Feb 19th Begins with light air from E. N. E. heading N. by W. & W. at 5 P. M. a dead calm, at 6 a breeze springs up from the Southward course the same, middle and after part light wind from S. E. steering N. by W. the watch employed in painting the yard and the chains, raised a sail this morning from mast head, heading as we were

Lat. by Obs. 17° 40' S
Long. " Chron. 30° 31' W

Sunday Feb 20th Begins with very warm, sultry weather and light air from S. E. steering N. by W. middle part light rain squally and baffling wind from S. E. to E. N. E. course the same, after part light baffling air from E. to W. hauling back and forth steering N. by W.

Lat. by Obs. 16° 47' S
Long. " Chron. 31° 00' W

Monday Feb 21st Begins with light baffling air and

Homeward Bound

sultry weather from the Westward steering N. by E. 1 hauly to S. then S. E., middle part moderate wind from S. E. steering N. by E. after part, wind light from the Eastward course the same during the forenoon saw three sail, two of them were steering to the Southward, the other sharp on the wind heading N. W. & the crew employed in tacking up the sheathing, and scraping the pitch off the deck

Lat. by Ob. 15° 24' S.
Long. " Chron 31° 28' W

This Journal is resumed again in a few leaves

Extracts from the early part of the Voyage At Anchor at New Bedford

Monday July 16th 1830 Beginning with fine weather, and finding the stately ship Montreal, gracefully riding at her anchor, in the vicinity of the Light house, duly caparisoned for her first voyage whaling, in full view of the City of New Bedford, which if not the seat of letters, may justly be styled the City of Light from which light radiates not only through our own vast and happy country, but its rays crossing the broad Atlantic, serve to enlighten the benighted of other lands. At an early hour the busy hum of preparation was heard throughout the ship, numbers of sail boats, also began to make their appearance wending their way toward the ship, and upon coming alongside some of them would bundle on the deck, a "grease" and big chest, "seey ceremonie", other with rumney, scanning our ship, each with an eagle eye, to ascertain if their victims, previously shewn were all safe. In justice however to our green lands we are bound to say, they came on board in costume, much better than usual, they being generally delivered in shipboard

1850 Extracts from the early part of the Voyage

rigged up with a pair of duck trousers, a belt and sheath, a tarpaulin, and ostenting a "claw hammer jacket." After breakfast the Captain, O'Leary, Pilot and a host of friends, either friendly to somebody, or the firm gratuitous sail they were about to receive, came on board and the din and bustle of getting under way commenced. The anchor was soon hove up with a merry "So heave ho" and with our topsails, boomed and sheeted home, we started on our long and perilous voyage, whether for "weal or woe" time alone will determine, but we left with a united will and determination, if we failed, it should not be for lack of energy or exertion. The wind was fresh from S.W. and a light fog and we were compelled to beat out. At half past 3 P.M. the ship being well over to Cuddychunk, the main topsail was hauled aback, and the Pilot with our numerous friends, taking their departure, wished us a speedy and prosperous voyage, to which we responded with, three hearty cheers, and as the white sails of their boat, became dim in the horizon, the last link which connected us with the land of our nativity we bade adieu to all, and turned our eyes to seaward in contemplation of a voyage of about 18,000 miles to the Arctic, the region of eternal ice and snow, with all its vicissitudes, reminding of the clay strong breeze from S.W. beating to windward.

Laying off and on Fayal

Friday August 30th Breeze with fresh breeze and hazy weather from S.E. the ship by the wind heading S. S.W. at 1 P.M. spoke the Bark Berig of New Bedford at 1/2 past 5 spoke the Sec. Washington 21 days from home, also the ship Roman laying off and on Fayal, on board which ship the Captain went to procure his letters; during his absence

1850 Extracts from the early part of the Voyage

the ship was almost driven on the rocks and miraculously escaped destruction. The wind died away, leaving her becalmed and a strong current swept her toward the rocks at the S.W. entrance of the bay. The fort was crowded with spectators, and a great number of the inhabitants hurried down from the city to the point, no doubt actuated by the laudable motive of being first in at the plunder; nearer and nearer she swept toward the fatal rocks, until she arrived at within fifteen feet of them, when every hope for her safety vanished and the most buoyant spirits, with downcast looks, awaited the dread concussion. But the ways of Providence are inscrutable and past finding out, the undertow or sewage from the rocks, kept her in check for a moment, our sturdy boys in their boats ahead towing, strained every nerve and muscle with superhuman effort, aided by a score of Portuguese boats sent to our aid by the American Consul, when slowly and gracefully, she moved off from the accursed shore, a breeze sprang up and filled her topsails, and our gallant craft still proudly floats the ocean. Middle part strong breeze, and cloudy weather, the ship under short sail, heading to the Eastward, at 9 A. M. squared the yards and kept her off through the passage between Fajal and Pico, at 11 A. M. the ship was clear of the land hauled her on the wind, heading E. N. E. the ship Roman in sight

Laying at Anchor at Otaheite

Wednesday March 5th 1851 Tying with fair pleasant weather and fine by at our anchorage in the harbor opposite the town of Papeete, on watch on shore in liberty, the other employed in painting ship. This is one of the most beautiful islands in the Pacific teeming with vegetation, and clothed with verdure from the tops of her lofty peaks to the sea shore, and way the

1857 Extracts from a previous part of the Voyage

favorite report of the celebrated navigator Cook and was
tamed by him the Eden of the Pacific. The French still
occupy the town, having delivered up the remainder of the
island to Queen Pomare. There are quite a number of
Frenchmen resident here, and almost every one of them keeps a
public house, quite a military force is stationed here, and
the measured tread of the sentinel is heard in every direction
and the utmost vigilance is exercised by them, as they live in
constant dread of the natives, not knowing what moment they
will rise upon them and avenge their wrongs by a general massacre
nor are they without foundation, for the natives detest them, calling
them in derision "war woe's", and only wait for an opportunity
to give them a convincing proof of it. The natives are very friendly
and hospitable, particularly toward Americans, knowing full well
as all the natives of the Pacific do, that America furnishes the
greater portion of the civilized world with the precious weed,
hence their great desire to be on intimate terms with some
one of the crew. As soon as the canoe came alongside, laden
with delicious oranges and other tropical fruit, each of the owners
endeavored to form an acquaintance with some one of the crew
offering his service to be his friend, and when the seaman gave
his affirmation to the repeated enquiries of "you my friend,
you my friend", the happy native scurried to his canoe and
returning immediately loaded with the choicest fruits and
forced him to accept them, and whilst the ship remains
in port, the native daily brings off to him, an abundance
of fruit, or any thing else the island can afford, pointing
with pride and satisfaction, to the natives who may be
on board his friend, telling them "that my friend", "that
my friend", each man had his friend and the consequence
was, the ship was literally crammed with fruit, all they
expect in return is a little tobacco occasionally, and on
the departure of the ship, on being presented with a check

Extracts from the early part of the Voyage

shut on a pair of duck trousers, his happiness is complete. Some of them were eager in their enquiries why the Americans did not come and drive away the "wee wees", expressing very desirous of putting themselves under the protection of the American Government. We entered several of their huts, when on shore were very surprised to see in almost every hut, a company of 4 or 5 natives seated in a circle, each one provided with an old tin pan or pot and a couple of sticks, drumming away for their lives, putting in their "licks" with a vigor that would astonish any drummer in the land. Then they sat still and silent as the grave, not a muscle of their countenance would move, but with upturned eyes listening as with rapture, to the infernal din and clatter of their old tin pans. The fact was that the natives were ravished with the French drumming, and the mania for drumming spread among them as rapidly, as ever the many multicausal fever did among certain wigwags in a more favored land, hence the great demand for pots and pans.

Monday. March 19th. Begins with pleasant weather and a good breeze from E. N. E. steering W. N. W. all hands employed in breaking out between decks, at 1 P. M. two of the crew in lieu of something else to do, went to fighting, whacking away at each other most lustily, they were immediately called aft, their case examined into, and as they were so pregnantly inclined, the Captain determined to gratify them, in such a manner, that both should receive a just punishment, for breaking the regulations of the ship, and that each should punish the other, all hands were accordingly called aft to witness punishment. Their left hands were then tied together and a peck of salted stuff placed in the right hand of each, their right hand being passed through the

1851 Extracts from the early part of the Voyage

bite, thus making a cat with two tails. The weather was excessively hot, being within 200 miles of the Equator, and both, were dressed in thin clothes, check shirts and duck pants. At a given signal, one of them touched his opponent smartly on the buttock with the end of his rope, causing him to make an enormous leap, and elevating his idees most materially, the blow was immediately returned with compound interest in pretty near the same spot on his opponent, when both entered fully into the merits of the case, putting in their blows thick and heavy with a vigor that defies description. One of the two however was in rather a worse condition, than his opponent, his trousers fitting as tight to his body, as the skin to an eel, and as his antagonist warmed him up in the most scientific manner the terry, tirsts and cringes he made, would have given new idees to a posture master. In vain he turned and screwed no time was to be lost in endeavoring to settle down his weightbands that the seat could bag out, when a new thought struck him, he fell flat on his back to try this new process. His hand being fastened to that of his opponent, brought him down directly over him, when he touched him up over the shoulder, through his thin shirt, causing him to flounder about very much like a fish on dry land. Finding this new position worse than the former, he attempted to rise; when upon all four, a well directed blow put him on his feet quicker than lightning and at it, they went again quicker sharper and stronger than ever, punishing each other most severely, when tight trousers laid down again, andiced out lightly for quarters. They were then united and dismissed, the ends of justice having been fully served, and the combatants having warmed each other as thoroughly, as tho' they had been sitting on a mustard poultice for the last 24 hours, and we venture to assert they will not again willingly exhibit themselves in another such scandalous, for the balance

Extracts from the early part of the Voyage

of this voyage at least. middle and after parts wind and weather the same

Lat. by Ob.	2 " 45 N.
Long. " Chron.	164 " 36 W.

Friday June 27th Began with fine weather and light air, from the Southwester the ship following the 2nd mate. Soon after dinner the joyful cry was heard from mast head "he" just "he" just; we could hardly realize the report, but sudden demonstration soon put the matter to rest, he was fast sure enough the mate hoveed instantly and every man strained his utmost for fear the whale would get loose before another boat could fasten the 2nd mate however killed him and the mate fastening, he was very beyond a doubt. At 1/2 past 2 P.M. commenced cutting and finished in 2 hours and 36 minutes, we also set the try pot obtained from the W^m West, so that we are now fairly on our legs again. This afternoon spoke the Neptun again nothing since we saw her last, also the President of Stonington, an whale this season being all she has taken since leaving home 8 months since. We also heard that the India of New London had been seen a little to the Northward of us, completely hemmed in by the ice, her crew set at half mast in distress but no aid could be afforded her, nor could she extricate herself, her crew were visible for two days, and it is feared that she is lost. About 20 miles to the northward of us the ice appears to be solid as far as the eye can reach, and it is very doubtful, if we could get within 100 miles of the Straits. At 1/2 past 5 backed forward, and stood in toward the land with the wind out from the Southward and a cold, drizzling rain setting in. During the night started the work, at 4 A.M. a thick fog could not see half a dozen ships length

1851 Extracts from a previous part of the Voyage

at 5 clear away with the wind out from the Westward the 2nd mate lowered but a thick fog setting in he lost the run of his whale, when he came on board. After breakfast the weather cleared up beautifully, raised another whale. The 2nd mate lowered again. the crew employed in boiling and scraping bone, & sail in sight. At $\frac{1}{2}$ past 9 the 2nd mate struck and in 20 minutes the whale carried him into the ice, the mate also lowered and proceeded with all possible speed to his assistance, when he too plunged into the ice and disappeared from view. This is a species of whaling which requires great coolness and self possession, the guiding of a frail whale boat through the narrow and intricate openings, between huge masses of floating ice, grinding and crushing each other with terrific noise as they dash together, the affrighted whale maddened with pain, plunging headlong in his wild career, regardless of all obstacles, wheeling along the boat and her hardly crew all this is no easy task or pleasure excursion. The least contact of the boat with the ice would shiver her to atoms and plunge her crew into the cold fathomless abyss, with naught but drifting icebergs for their companions. It will therefore be readily perceived that such navigation requires more than theory or a knowledge of plane sailing. When the first boat disappeared from view, her wave or flag was set, as a signal of a fast boat, and she went in close flying out the main head. Occasionally a glimpse could be obtained of the boats as they cleaved across some narrow opening and were again lost from view, now pulling, now paddling, as the crevices opened or contracted, now veering out him to avoid some large piece of ice, then heaving in to get upon him formed an exciting scene. In half an hour time it became apparent that the whale had taken all their line which they were compelled to give him, as he run under extensive fields of ice. When presently up sprouted a column

Extracts from a previous part of the Voyage

of dark red blood in deep contrast, with the snow white back ground. It was evident that the fatal lance with unerring aim, had touched the vital part, and as the blood spouted forth as from a fountain, we began to call him out. Fainter and fainter grew the scarlet tinted jets, until nothing but the ice appeared in view. With now and then a partial glimpse at the boat, but no whale. Sympathy now became painful and every eye was strained to catch an glance of him, the glass from mast head was directed again and again to the spot where he was last seen, and every opening carefully scanned but to no purpose, and the general impression was that in his death throes, he had come up under some large piece of ice and was a total loss to us, but soon the cheering cry came from aloft "I see the boat" they are hauling him up he has sunk". It appeared that the 2nd mate supposing him dead went up to him, and commenced opening his mouth with a boat hook, his "whalship" not relishing such uncourteous treatment, immediately recalled his expiring strength and caught the boat between his fins, rolling and tossing her about at the same time, sweeping from right to left. directly under the boat with his prodigious flukes, to the imminent peril of both her and the crew, as he withered and tottered in the agonies of death. Luckily the boat was but partially stove and the crew uninjured, altho stired up with the "tallest kind of poke". When he expired the weight of the line, carried him down but his determined captives were not they to be baffled of their prize, with great labor and exertion, they succeeded in raising him to the surface, when he floated lightly. Both boats then set their ways and commenced towing him through this vast field of ice, when the Captain sent another boat to assist in towing, he having been an attentive observer of their manœuvres for the last 4 hours, with glass in hand.

Lat. by Ob. 63° 23' N.

Long. by Chron 179° 20' W

1851 Extracts from a previous part of the Voyage.

Tuesday July 8th Began with light air from N. W. heading N. N. E. with rain, and plenty of ice in sight but no whaling. In the course of the afternoon three large boats or canoes filled with natives, came paddling off toward us, in an hour or two they were alongside, their boats were sharp cut both ends, similar to a whale boat, but flat bottomed, being a rough kind of frame covered with skin, each boat contained 10 individuals, they were soon clambering up the ship's side, and were all clothed in skin, their dress consisted of moccasins and leggings of deer or seal skin their trousers were made of the same material, and set close to their legs, a fit that would not disgrace some of our fashionable tailors. Their upper garments consisted of a fur coat with sleeves and well stitched together, with fur a seal cap and mittens. Over their coat, they wore another similar to an oil skin jacket of very light material, apparently made of the entrails of the walrus or whale, a hood was attached to it to cover the head and cap and we presume was water proof, taken then altogether they were the most comfortably clad of any natives we have ever seen. They were rather diminutive in stature but remarkably robust and the very picture of health, their complexion swarthy, with high prominent cheek bones, which gave the nose the appearance of being slightly flattened, the eyes small, black and set deep in the head, the hair cut close in a circle of about 4 inches in diameter, the hair over the rest of the head being suffered to grow, they came out 15 or 20 miles to see us and were all males, at least as far as our observation extended. Their boats were all equipped for whaling, having a number of spears or lances pointed with walrus teeth and line or thongs made of deer skin. Their mode of whaling is as follows, they paddle up to a whale, and throw one of their lances into him and draw out the handle, to the head of each spear or lance is attached, a short line of deer

Extracts from a previous part of the Voyage.

skin, to the other end of the line is affixed a seal skin buoy. These buoys are made from the skin of the seal, the head of the seal is cut off, when they commence skinning and turn the skin over as they progress, and they leave but one hole in it when the head is severed from the body, it is then filled with air and securely tied, to each lance they attach one of these buoys, so that after throwing several of these lances, the whale is unable to draw the buoys under, and being compelled to remain on the surface, soon becoming an easy prey to them. They resemble in appearance and stature the Porters men than any other race we have ever seen, they brought with them some ducks eggs, walrus teeth, mutton suet, and what clothing they stood in, tobacco was sought after by them with the utmost avidity, after remaining with us about two hours, they took their departure for shore, After supper another boat came alongside and among the inmates was a woman, she was much lighter in complexion, and her hair was supposed to grow all over the head, her outer garments were larger than the men, and like all the rest of her sex she wore ornaments in her ears, and her tongue was in constant motion, she remained in the boat and kept up a constant chattering, with a roguish eye. After remaining some time in the boat, she too descended on the ships side, and being provided with a pair of deer skin moccasins, she straddled over the rail in true nautical style. She was tattooed on the chin and both cheeks and wore some ornaments on her wrists by way of bracelets. They appeared to be, a quiet, good natured inoffensive kind of people, with an intelligent countenance of an iron robust frame capable of sustaining the greatest fatigue and privation, nor are they in any way particular in their food, for they picked up some old whale scraps

1857 Extracts from a previous part of the Voyage

and commenced eating them with the greatest apparent-
relish. Their united testimony all concurred in making known
by signs and gesturing, that the whales had gone through the Straits
into the Arctic, following the shore close in, and the ice extending
some 10 miles out prevented us from seeing them. In one of the
boats we observed 4 or 5 fish, resembling cat fish, weighing about
a pound each, their fins were made of thin strips of whalebone
tied together, with a stem for a sinker, the hook was formed
by thin pieces of bone with sharp points, or the teeth of some small
animal lashed together in the shape of a grasper. At either
end of the boat was a small pile of stones about the size of
hen's eggs, these were used with a sling, at which they were
very expert, as the ducks in the boats bore ample testimony to.
They had no water with them but in lieu thereof, each
boat was provided with a small box made of whalebone and
filled with snow, a morsel of which they would take
whenever occasion required. Each individual also carried a small
seal skin bag, containing a scanty supply of provisions, and
a larger one with their articles for traffic, a bucket of bread was
given them, which they immediately emptied on deck and
commenced eating, they will bear close watching and are
strongly inclined to thieving. There now would be a wide field
for some of our missionaries who are so zealous to christianize
the heathen, but methinks the climate is so intensely cold
the necessities of life so scanty, and obtained with so much
labor and difficulty, that few if any would be found
to undertake it. The whaling fleet have here opened
a fair field for missionary enterprise, which has been
the case in fact with almost every island in the broad
Pacific. The missionaries not venturing until the
savage disposition of the natives has been somewhat
mollified by their intercourse with whalers, so that

Extracts from a previous part of the Voyage

the whaling fleet may with strict propriety be termed the pioneers of christianity and civilization in the Pacific, they opening the door and the missionaries walking in. They have also contributed largely toward the support of the missionaries in a pecuniary way to instruct the natives, as the columns of the Friend will vouch for. Remains of the day foggy, wind out from N.E. beating up toward the Straits.

Lat. by Acct	64° 50' N.
Long. " D.	176° 10' W.

Monday July 14th Began with foggy weather and light breeze from P.S.W. heading in toward the North island, a small island from 10 to 15 miles in circumference lying to the Northwest of St. Matthew some 5 or 6 miles distant, when the boat was last seen. At 1 P.M. the fog lights up and we looked and looked in vain for them, but were unable to discern the least sign of them and we finally concluded the crew had landed, and were loading themselves and the boat with duck eggs. In about three hours more we discovered a boat with sail set, standing out between the islands, in a few minutes after we saw the other two boats apparently towing something with their sails set. Conjecture now was busy as to what they were doing and the general belief was that the two boats were towing a whale and the other boat had been partially stove and was making the best of their way to the ship and it became almost a certainty with us that we had a whale. All was now hurry on ship board, the wayboard was taken out in a trice, the Captain flying about deck, first running forward and urging the men to be expeditious with the blue chain, then running to the waist to take care the look at the boat and see how near she was, we were soon ready with every thing in order to commence cutting forthwith, and all eyes were turned toward the boat, nearer and nearer she

Extracts from a previous part of the Voyage

she came and at 4 P. M. was alongside, when to behold instead of a stave boat, she was filled with the carcass of a huge white bear, dissected in good shape, when she repeated the other two boats, towing another mayer, heard a clap of thunder burst over the ship, it would not have caused more astonishment than this announcement, a bear instead of a whale. The Captain was awfully disappointed and looked severely, dagger and blunderbuss all at once and was for dumping the bear overboard, but finally concluded they might take him in, and thought it would be as well to take the fluke chain back again, in a short time the other two boats arrived and Bruin was bright in all his glory. It appeared that being unable to get near the whale they concluded to proceed to the shore, and see what they could find. They saw great numbers of walrus strewed all along the shore and myriads of sea fowl, and on one small beach, they saw 9 large white Polar bears, they appeared to be perfectly indifferant and feared the approach of men, as they bear a retreat very speedily, nor were the boats crews in the least intimidated by them, as they sprang upon the shore and attacked them with stones, hoping to drive them in the water, when they would give them a whaler's reception, but Bruin was not thus to be thrown off his guard and altho one of them was wounded, they could not be brought to the scratch, seeking safety in flight. They however found two more large one less fortunately situated, they were sitting upon a rock, some little distance from the shore, leaving a small channel way between them and the shore, so that they were compelled to take to the water in order to escape from the boats as they approached. Accordingly they plunged into the water, and buffeted the billows, at the same instant the crews sprang to their oars and were down upon them, up jumped

Extracts from a previous part of the Voyage

the boatsteerer, and threw his iron fast and solid into the carcass of one of them, a terrific growl and roar from the affrighted monster, announced that the iron had taken effect infuriated with pain, and reeking in his gore, with distended eye balls, and jaws opened to their utmost capacity, displaying a set of formidable teeth, he turned upon his aggressor, and quickly thought seized the stem of the boat, setting his teeth directly through it like so many sugar, then placing his ponderous paw upon her gunwale, he prepared to enter her and make a desperate resistance. Matters now began to assume a serious aspect, and the battle began in down right earnest, a boat to a bear, the 2nd mate seized a harpoon, but the bear hurried him so quick that he was unable to take off the sheath, and thrust it down his throat sheath and all this unceremonious mouthful rather damped the ardor of Brain and gave the 2nd mate an opportunity to get his lance, when the bear seized it and twisted it as if it had been made of whalebone. Both parties now entered fully into the merits of the case and no time was lost on either side hair, harpoon and lance flying in every direction, and jaws, paws and teeth in constant motion. At this critical moment when victory appeared doubtful, the 4th mate not having fastened to his bear as yet, pulled up and attacked him in the rear, fastening to him, and commenced lacerating him which soon put an end to the unequal conflict, for Brain sunk exhausted dying gasp to the last, had he succeeded in getting into the boat, he might have went off victorious, no doubt the crew would have left her quicker than ever a whaleboat was emptied before, but alas, the God of battles was against him and Brain was slain. The crew then skinned him cut off his paws and quartered him. The 4th mate also

1851 Extracts from a previous part of the Voyage

fastened to his bear and killed him so quick that he had not time to show fight and was towed on board in that condition. When hoisted on board we had a fair opportunity of viewing him, he was about the size of an ordinary bullock weighing from 800 to 1000 lbs. when dropped. Their skin caused the main hatch hanging down on deck and when it is taken into consideration that the skin is nearly two tons burden, some idea can be formed of their size. The mate and his boys were did not get fast, to any of them, altho' attacking a number of them on shore endeavoring to force them into the water, wounding one of them so severely, that whenever he stopped the snow about him was dyed with his blood. Both of the bears taken were of the male species, with long white shaggy coats, they saw 12 of them in the short time they were on shore and there is no doubt the island abounds with them, they also killed a number of walrus but did not bring any to the ship. At supper time we had some of the steak and liver, and it certainly looked inviting. The Captain having got over his disappointment about the whale sat down with a good appetite, and having provided for his inner man on a pretty liberal scale commenced operation, but no sooner had he tasted a few mouthfuls, than it was accidentally mentioned at the table, that the crew of the Gladiator had the skin all peel off their faces, after eating of this kind of bear, this was a proper, kniving and fleshy dropical simultaneously and for a few minutes there was a quaker ~~scale~~ meeting on a small scale. The Captain's supper was instantly finished by putting his hand up to feel if the skin had started and ordering the bear to be thrown overboard in the morning. We did not relish the idea of having our physiognomy peeled in this cold climate, but meant

1851 Extracts from a previous part of the Voyage

to take our turn at it "peel or no peel", and we set to with a vigor that would do justice to a better cause, and lined our inner man to our hearty content, with sirloin steak, and liver, the meat very sweet and the liver superior to any thing of the kind we ever tasted. During the night there were strong preliminary symptoms of sickness in the ship's company, and nearly every individual was complaining of severe peevish in the head accompanied with nausea at the stomach, not only those who partook of the bear, but those who did not. Some of the crew were affected with sick headache as soon as they neared the shore, which they attributed to the stench from the island, which they said was intolerable, the shore and beachy covered with walrus, the rocky lined with mullins, upon mullins of wild duck, whilst hundreds of overgrown bears perambulated the island, whether this cause or a plentiful supply of the bear flooded as we know not, but this much we can vouch for, we never in the whole course of our life had such an almighty stirring up, and we believe to be a verity, had we swallowed the entire contents of an apothecary's shop it would not have caused a greater commotion than we experienced for 18 hours after partaking of that bear, having eaten a sufficiency of polar bear to last us the remainder of our days, should they prove as lengthy as those of Methuselah. The bear was then consigned to the special care of Old Neptune and we stood on headily to the Westward with light breeze from S. S. W.

Lat. by Ab. 61° 45' N.
Long. " Chron. 174° 20' W

18 1853 In the South Atlantic Ocean

Wednesday Feb. 23rd Breeze with moderate wind, from the E. by N. steering N. by W. 7 ships in sight during the afternoon, all but one standing to the Southward, middle part wind fresh from the same quarter, course the same after part haul to E. S. E. three sail in sight, steering to the Southward, the watch employed in cleaning the bulwarks inside preparatory to painting

Lat. by Obs. 11° 57' S
Long. " Chron 33° 06' W

Thursday Feb. 24th Breeze with warm pleasant weather and a good breeze from the E. S. E. steering N. by W. the watch employed in painting bulwarks, middle part moderate breeze from the E. by N. steering N. after part wind and course the same, one vessel in sight a brig, bound apparently in to Pernambuco, the watch employed in painting bulwarks inside

Lat. by Obs. 9° 32' S
Long. " Chron 34° 48' W

Friday Feb. 25th Breeze with moderate wind from the E. by N. steering N. altered her course to N. by W. the brig still in sight, steering about two points off, during the afternoon passed a ship standing to the Southward, middle part wind the same also the course, after part wind light from E. S. E. steering N. by W. at 1/2 past 6 A. M. revised the land about 25 miles off on the lee beam and bow, several brigs in sight, also a man of war brig, lying off and on the land, to examine vessels bound in, as they had suffered so lately by the infection of yellow fever among them. Also saw plenty of catamarans, the watch employed in painting the masts

Lat. by Obs. 7° 32' S
Long. " Chron 34° 48' W

Homeward Bound

Saturday Feb. 26th Began with moderate winds from the E. by S. running along the coast of Brazil about 10 miles distant, passed the brig Laphne standing N. N. E. middle part wind from the E. by S. steering N. along the land at 6.30 A.M. passed the ship Lincoln of New York, standing to the Southward, the land about 10 miles distant

Lat. by Obs. 5° 36' S.
Long. " Chron. 35° 10' W.

Sunday Feb. 27th Began with warm weather and moderate winds from the E. by S., steering N. along the land any quantity of cutaneous in sight. during the afternoon one came alongside when we purchased a mess of fresh fish, middle and after part wind light from the same quarter, course the same

Lat. by Obs. 3° 15' S.
Long. " Chron. 36° 4' W.

Monday Feb. 28th Began with excessively hot weather and light winds from the E. by S. steering N. middle part light winds from E. N. E. course the same, after part wind and course the same, the watch employed in painting touching up here and there the outside of the ship, we cannot paint until we speak some vessel and obtain some linseed oil, as our paint oil is entirely out

Lat. by Obs. 1° 49' S.
Long. " Chron. 36° 28' W.

Tuesday March 1st Began with hot sultry weather, and a welding heat, with light air from the E. by S. steering N. middle and after part, a light breeze from E. N. E. steering N.

Lat. by Obs. 0° 43' S.
Long. " Chron. 37° 1' W.

1853 In the North Atlantic Ocean

Wednesday March 2nd Began with hot weather and light wind from E. N. E. steering N. middle and after part moderate wind from N. E. the ship on the wind heading N. by W. $\frac{1}{2}$ W.
 Distance run last 24 hours 69 miles
 Lat. by Ob. 12. 20 N.
 Long. .. Chron. 37. 28 W

Thursday March 3rd Began with moderate wind from N. E. ship heading N. by W. $\frac{1}{2}$ W. middle part wind the same, the ship heading up no better, after part wind hauled a little more to the E. by W., so that the ship made her course N. by W. to day sent up foretopmast studding sail boom
 Distance run last 24 hours 98 miles
 Lat. by Ob. 1. 43 N.
 Long. .. Chron. 38. 20 W

Friday March 4th Began with pleasant weather and moderate wind from E. N. E. steering N. by W. middle part and after moderate wind from N. E. steering N. by W. nothing in sight these 24 hours
 Distance to Block Island 2850 miles N. W. $\frac{3}{4}$ W.
 Distance last 24 hours 125 miles
 Lat. by Ob. 3. 34 N.
 Long. .. Chron. 39. 20 W

Saturday March 5th Began with fresh trade from N. E. steering N. N. W. middle part breeze fresh from the same quarter, course the same, took in main royal and fore top gallant sail, after part strong breeze from N. E. steering N. W. by N. took in main royal and main top gallant sail
 Distance to Block Island 2704 miles N. W. $\frac{1}{2}$ N.
 Distance last 24 hours 150 miles
 Lat. by Ob. 5. 38 N.
 Long. ... Chron 41. 15 W

Homeward Bound Direct

Sunday Feb, 6th Begin with strong wind and squally weather from N. E. steering N. W. by N. middle and after part strong winds from N. E. steering N. W. by N. nothing in sight these 24 hours
Distance to Block Island 2497 miles N.W. $\frac{3}{4}$ N. Lat. by Ob. 7° 35' N.
D: run last 24 hours 214 miles Long. " Chron 43° 19' W

Monday March 7 Begin with strong wind from N. E. steering N. W. by N. middle part strong breeze and squally from N. E. course the same, after part wind and course the same, nothing in sight these 24 hours
Distance to Block Island 2310 miles N.W. $\frac{1}{2}$ N. Lat. by Ob. 10° 24' N.
D: run last 24 hours 213 miles Long. " Chron 45° 50' W

Tuesday March 8th Begin with very strong breeze from N. E. steering N. W. by N. with a very rugged sea on, middle part squally from N. E. course the same, after part squally, moderate a little steering N. W. by N. nothing in sight these 24 hours
Distance to Block Island 2116 miles N.W. $\frac{3}{4}$ N. Lat. by Ob. 12° 54' N.
D: run last 24 hours 205 miles Long. " Chron 48° 8' W

Wednesday March 9th Begin with strong wind from N. E. steering N. W. by N. middle part strong breeze and squally weather from N. E. course the same, after part wind continues squally and blowing as fresh as ever from the same quarter course N. W. by N.
Distance to Block Island 1907 miles N.W. $\frac{3}{4}$ N. Lat. by Ob. 15° 24' N.
D: run last 24 hours 205 miles Long. " Chron 50° 30' W

1853 In the North Atlantic Ocean

Thursday March 10th Began with squally weather and strong windy from N.E. steering N.W. by N. middle part heavy squally from N.E. put a main top gallant sail and single reef the topsails course the same, after part moderately a little more sail again steering as before
 Distance to Block island 1737 miles N.W. by N. Lat. by Ob. 17° 30' N.
 D: run last 24 hours 181 miles Long. " Chron. 52° 34' W.

Friday March 11th Began with strong windy from N.E. steering N.W. by N. middle part strong windy from N.E. course the same, after part the breeze still continuing fresh from N.E. steering as before, this morning sent up main top gallant straddling sail boom
 Distance to Block island 1547 miles N.W. by N. Lat. by Ob. 19° 48' N.
 D: run last 24 hours 206 miles Long. " Chron. 55° 16' W.

Saturday March 12th Began with strong windy from N.E. steering N.W. by N. took in main royal, fore top gallant sail and flying jib, middle part wind moderate a little course the same, after part still moderating made all sail
 Distance to Block island 1404 miles N.W. by N. Lat. by Ob. 21° 47' N.
 D: run last 24 hours 140 miles Long. " Chron. 56° 34' W.

Sunday March 13th Began with moderate windy from N.E. steering N.W. by N. middle part wind dies away almost to a calm and hauly to S.E. after part light air from S.E. steering N.W. by N. set lower, topsail and top gallant straddling sails on starboard side
 Distance to Block island 1330 miles N.W. by N. Lat. by Ob. 22° 42' N.
 D: run last 24 hours 71 miles Long. " Chron 57° 16' W.

Homeward Bound Direct

Monday March 14th Began with almost a calm, a light-
breath of air stirring from S. E. steering N. W. by N. middle
part light air from N. E. steering N. W. by N. after part heavy
to S. course the same

Distance to Block Island 1287 miles N. W. by N.

Lat. by Obs. 23° 15' N.

D: run last 24 hours 47 "

Long. " Chron 57° 50' W

Tuesday March 15th Began with very light air from
the Southward steering N. W. by N. shifted over the studding
sails, middle part light-buffing air from S. to S. E. course the
same, after part wind heavy to S. S. W. and fresh a little
steering N. W. by N. the watch employed in overhauling the sails
and painting up a little

Distance to Block Island 1222 miles N. W. by N.

Lat. by Obs. 24° 05' N.

D: run last 24 hours 63 miles

Long. " Chron 58° 33' W

Wednesday March 16th Began with light wind from
S. S. W. steering N. W. by N. unbent the main-cil and bent
a new one, middle part wind heavy to W. S. W. course the
same, after part wind and course the same, to day painted
the galley

Distance to Block Island 1083 miles N. W. by N.

Lat. by Obs. 26° 00' N.

D: run last 24 hours 143 miles

Long. " Chron 59° 57' W

Thursday March 17th Began with a sudden shift of
wind from N. N. E. took in studding sails, royals, topgallant
sails, and flying jib, also reefed the main top-cil, with
a short head sea on, middle part strong breezy and rugged
weather from N. E. course the same, after part moderately a
little, set flying jib and topgallant sails wind N. E. steering
N. W. by N.

Distance to Block Island 983 miles N. W. by N. 1/4 N.

Lat. by Obs. 27° 05' N.

D: run last 24 hours 108 miles

Long. " Chron 61° 33' W

1852 Extracts from a previous part of the Voyage

Thursday Jan. 2^d Breeze with hazy weather and light wind from the Northward the ship on the wind, two boats off after the whale, at 4 the boats came alongside being unable to strike, and were hoisted up, when we were ship head to the Eastward, middle part light air and cloudy weather from N. N. E. at 4 A. M. went the foretopail and bent another at 7 all hands were called aft for riotous behaviour during the night. It appeared there were two rioting foremen, one belonging to the cook and the other to one of the foremast hands, they broke open one of the chests and destroyed them dancing upon them their conduct previously had been very disorderly, using very threatening language, and it became necessary to enforce the discipline of the ship 5 of them were accordingly seized and given a dozen each excepting the most stubborn and refractory one, who received two dozen, and kept in irons during the day, search was also made in the forecabin for pistols said to be there, none however were found, but they found a slung shot which was taken up. To such an extent had matters come, that forbearance ceased to be a virtue, and resort must be had to coercion, to maintain order. Threats had so often been held out to them, that they ceased to be of any moment and were scoffed at in derision, and much as it was to be regretted, it became of imperative necessity to resort to corporal punishment, and it was inflicted in the lightest manner consistent with the salutary effect intended to be produced the men being whipped over the seat, having on trousers, and drawers, whereas it is customary on ship board to whip on the bare back. We are well aware that there are many, very many pious, (landsmen) pious, moral and upright men, who would turn up their eyes in holy horror, at the bare mention of whipping on ship board, but would exercise the same prerogative in their own families and consider it a christian duty,

Extracts from a previous part of the Voyage

The master of a ship is in precisely the same position, the head also of a family, but composed of a heterogeneous mass frequently from all nations, men arrived at the age of maturity, with dispositions as varied as the hues of the rainbow their characters already formed, whether for good or for evil and most of them entire strangers to the master, at the departure of the ship. The strong arm ~~does not~~ of the law does not reach him in the wide waste of water, and by its protection enforce obedience among a refractory crew, but the property entrusted to his care is expected to be preserved, by the authority invested in him as master, by preserving strict discipline in his ship enforcing it if necessary by coercion, even as a parent would correct his child for their ultimate good, and yet forsooth a hue and cry is raised by those, who sit quietly at home, with a morbid sensibility, safely encompassed by the fostering power of the law. There is no person scarcely on the face of the earth, who would not exercise that power on particular occasions, when life and property are at stake, which is the case when a master is compelled to succumb to a disorderly crew, and the same rule will apply on shipboard, as in the domestic circle, there must be a head, and that head must be obeyed and respected, and yet no clamour is made when the whip is used at home; but at the bare mention of a rope's end at sea, they are ready to faint; the fact is they are ignorant of the great responsibility of the master and the trials he has to endure, seeing the mote in their neighbor's eye, without being aware of the beam in their own. Among the great number of shipmasters, there are a great many pious men, ornaments to society and shining lights in Zion, who; when all argument and persuasion fail, do not hesitate to resort to the last remedy, flogging; without any of those squeamish of conscience and do not consider it in the least derogatory to their

1852 Extracts from a previous part of the Voyage

christian character, but view it as a duty, they owe to themselves their families and their money, in fact to the very individual himself, justice being tempered with mercy. It very often occurs that once is sufficient for the voyage, that by punishing the most disorderly and riotous individual, peace and harmony are restored for the remainder of the voyage, and quiet, order and contentment prevail to the entire satisfaction of all parties. They fear we have spoken of flogging, as a general thing, applicable to both merchantmen and whalers, altho in the former class, it perhaps does not occur so frequently as in the latter; for this reason, the merchantman is manned with experienced seamen, able and willing at all times to perform their duty, they are also under monthly wages and are well aware of the penalties they will incur in a pecuniary way for the least disobedience. Not so with the whaler, to which class of ships we shall now confine our remarks. Every whale ship is manned with a certain proportion of green hands, some of whom have never seen salt water before, totally ignorant of the manner, custom, and usage on ship board, of a wild, roving reckless disposition. By the time the ship arrives at her first port, to recruit preparatory to her first whaling season, these men become partially initiated into the duties of a seaman, their disposition in a manner subdued, and the master flatters himself that he will be able to commence his season with an orderly, quiet and well behaved crew. Upon their arrival at some of the Islands in the Pacific Ocean, but more particularly at the Sandwich islands, which is the general resort of the whaling fleet, these wild, reckless youth, deluded by the beauty and fertility of the islands, the beautiful manners, in which nature provides for the sustenance of the natives, without scarcely any exertion on their

Extracts from a previous part of the Voyage

part, is infected by the lewdness and lasciviousness of the native women, form a resolution to desert, and when the ship has recruited and is ready for sea, oftentimes 8 or 10 are missing. Here is a new trial for the master, his ship is ready for sea, time presses him to be expeditious, as the season is fast approaching, a large amount of capital is invested in the outlays of his ship, and he is unable to proceed for the want of men. On all these islands there are a class of men, called "beach combers", deserters in the first place from ships, making it a practice to ship for the season, to be discharged then at the expiration of the season, spending the intervening time and the money they receive in the haunts of vice and dissipation, then going again and on their return following the same routine of debauchery. Among them are many escaped convicts from Sydney, convicted felons, who have been transported from their own country, for their country's good. From such a class, the master is oftentimes compelled to make up the deficiency in his crew, with men among them hardened in vice and crime ~~and~~ seldom does a season pass, without their manifesting a disposition to rebel, and have every thing in their own way. It is then that an absolute necessity exists for the master to exercise his power, for the least wavering with such turbulent spirits, would excite them on with giant stride to open mutiny, and his ship would soon become a perfect pandemonium, the prospects of the voyage would be blasted, and the voyage itself broken up with a heavy loss to all concerned. We saw an instance of this kind last voyage, when some of these desperadoes were on board of a whale ship, the Captain being one of the most quiet, peaceable, inoffensive person in the world, who by not flogging the ringleader, at the first appearance of mutiny

1852 Extracts from a previous part of the Voyage

conduct, gave them an opportunity to get the upper hand of him and his officers, and to such an extent had they proceeded that they removed ~~all~~ all the fire arms and ammunition from the cabin to the fore-castle, and were provided with disks made on board the ship by the blacksmith, before the eyes of the master without his having the power to prevent it. They would stand at the cabin gangway with loaded pistols and some of their number would go down, break open packages of goods, and take therefrom whatever they thought proper. The ship came in Margaritita bay Lower California, when we lay in company with 6 or 7 other whale ships, it was their intention that night or the next to rattle the ship of whatever they went to, and taking the boats, to leave her for some refusing purpose. The Captains held a consultation, and having armed themselves with pocket pistols, proceeded on board, having their boats manned with their own officers, disguised as sailors, also armed, upon arriving at the ship, the boats crew mingled with the men, whilst the Captains remained aft in conversation with the skipper. The crew was then called aft and upbraided for their conduct, and the mate ordered to go forward and search for the stolen goods, this they soon should not take place, and attempted to go forward, when their course was arrested, by several pistols being presented within a few inches of their heads with the very significant caution, if they advanced another step, they would go without breaching, they also found to their amazement, that what they took for boats crew, were officers armed and ready to meet them, forming a bulwark across the ship in the fore-castle, and preventing all access to their army. They were then put in irons, and placed in an island in the vicinity of the ship, where they were fed

Extracts from a previous part of the Voyage

on board and water, until two boats could be equipped to take them to the Gulf of California and deliver them up to the American fleet, which way down. Then there was a voyage entirely broken up, with serious loss to the owner, from not using prompt and energetic measures at the outset. We ask any candid mind, if flogging in such a case, would be an abuse of power, if the end would not justify the means. We answer ~~yes~~ no, and doubt, if there were scarcely exists, who would tamely submit, and see his rights and property wrested from him, without using the means at his command to prevent it, and we verily believe in desperate cases, like the one we have mentioned, should a regiment be had to fire army and death engine, not only the law but public opinion would exonerate the master, and so would those individuals who are overflowing with the milk of human kindness and wince so dreadfully, at the thought of a rope, and for a timely and judicious application of it would have prevented any further mischief. Place them in the same situation and all their boasted philanthropy would vanish, and self preservation, the first law of nature, would be uppermost in their minds, they would do precisely as the good old quaker did in the last war. The vessel in which he was, with a goodly portion of his worldly gear, was chased by a privateer. The Captain finding it impossible to outvail her, determined to resist, as he was pretty well armed, and his crew were eager for the fray. The quaker was then applied to, and asked if he did not intend to fight and protect his property, he replied in the negative, that it was against his creed that he was a man of peace, he was then advised to go below, to which he stoutly demurred, and preferred remaining on deck. The action commenced the quaker peering the deck very commodiously, the balls

whistling about his ear in every direction when the privateer
prepared to board. No sooner had one of her crew
touched the deck, when the quaker seizing him by the
nape of the neck with one hand, and the seat of his
trousers with the other, threw him overboard, at the same
time coolly remarking. "Friend there hast no business
here" They it is through life when interest and self preservation
are at stake, we unhesitatingly resort to the same means
which at other times, we so loudly condemn in others

Sat. by Ob. 245.10 J
Sug. - Cher. 144.18 C

1853 Homeward Bound Direct

Friday March 18th Began with moderate wind from N. E. steering N. W. by N. middle part moderate windy from N. E. steering the same, at daylight wind hauled to E. N. E. set lower, topmast and topgallant studding sail, the watch employed in repairing main topgallant sail also in painting the after house on deck, nothing in sight these 24 hours

Distance to Block Island 863 miles N. W. by N. & N. S. Lat. by Ob 28° 35' N.
 D. run last 24 hours 127 miles Long. " Chron. 63° 17' W.
 D. " Lunar 63° 23' W.

Saturday March 19th Began with light wind from S. E. steering N. W. by N. during the afternoon raised a sail from mast head as far as could be seen steering to the Eastward, middle part strong breeze from W. S. W. steering N. W. by N. took in studding sail, royal, flying jib, also fore and main topgallant sail, after part wind and course the same, passed a brig steering E. N. E. with studding sail, set above and aloft on both sails

Distance to Block Island 720 miles N. W. by N. & N. S. Lat. by Ob 30° 31' N.
 D. run last 24 hours 140 miles Long. " Chron 64° 52' W.

Sunday March 20th Began with fresh breeze from W. S. W. steering N. W. by N. during the afternoon the wind hauled to the Westward then kept hauling to the Northward until 6 P. M. when we tacked ship, the wind cut from N. N. W. the ship heading W. by N. middle and after part, wind veering from N. to N. N. W. the ship heading W. and W. N. W.

Distance to Block Island 692 miles N. N. W. Lat. by Ob 30° 27' N.
 D. run last 24 hours 84 miles Long. " Chron 66° 28' W.

1853 In the North Atlantic Ocean

Monday March 21st Beginning with a head wind

from N. heading N. N. W. at 2 P. M. raised a ship
one point on our lee bow on the other tack by the wind
after coming up on our weather quarter she tacked
standing the same way we were, middle point a calm
after point the same, until 10 A. M. when a light breeze
springs up from the Southward. This morning spoke the
ship which had been our companion during the night
when she proved to be the *Thomas B. Wals* of and for
Boston, Lewis H. Miller Master, 91 days from Calcutta
who kindly supplied us with some linseed oil, giving
the latest date in his possession.

Distance to Block Island 668 miles N. by W. $\frac{1}{2}$ W. Lat. by Ob 36. 40 N.
D. run last 24 hours 34 miles Long. " Chron 67. 11 W.

Tuesday March 22nd Beginning with a shift of wind to
S. W. steering N. by W. during the afternoon the breeze freshens
to an 8 knot breeze, with every prospect of being as much as
we wanted, our companion on our lee beam about three
miles distant, middle point very strong breeze from S. W. steering
N. N. W. took in royals, lower and main topgallant studding
sails, after point the breeze freshens from the same quarter comes
the same tack in fore and main topgallant sails, our companion
not in sight.

Distance to Block Island 465 miles N. by W. $\frac{1}{2}$ W. Lat. by Ob 33. 47 N.
D. run last 24 hours 205 miles Long. " Chron 68. 50 W

Wednesday March 23rd Beginning with half a gale of wind
from S. W. steering N. N. W. took in foretopmast studding
sail, flying jib and main topgallant sail, the ship
also began to leak considerably, middle point a moderate
gale of wind from the S. W. course the same, double reefed

Homeward Bound Direct

the topsails, at 2 A.M. the wind came out very suddenly, from the Northward directly ahead taking the ship aback. after part a calm, they morning spoke the Brig F.B. Wickborn of and from New York 4 days out bound to Ponce de Leon who kindly supplied us with very late paper.

Distance to Block Island ^{miles} 373 N. by W $\frac{1}{4}$ W. Lat. by Ob. 35° 12' N.
 D: run last 24 hours 94 miles

Long. " Chron 68° 37' W.

Thursday March 24th Began with light air from the Westward steering N. N. W. during the afternoon the wind constantly freshening furl'd royal and top gallant sail at 6 P.M. had quite a heavy squall from the Westward reef'd the topsails, middle part a gale of wind from W. N. W. to N. W. furl'd main sail, jib and foretop sail, also close reef'd main and mizen topsails. toward daylight moderate a little, set double reef'd topsails and reef'd main sail, after part half a gale of wind from W. N. W.

Distance to Block Island 290 miles N. N. W. Lat. by Ob. 36° 46' N.
 D: run last 24 hours 94 miles

Long. " Chron 69° 12' W.

Friday March 25th Began with half a gale of wind from W. N. W. heading N. during the afternoon saw several whirling winds within a mile of us, middle part wind the same. after part the weather no better, at 10 A.M. were ship heading S. W. by S. the watch employed in taking down the cutting block, with the gear attached to them, having thrown the try works aboard yesterday.

Distance to Block Island 266 miles N. W. by N. Lat. by Ob. 37° 35' N.
 D: run last 24 hours 64 "

Long. " Chron 68° 14' W.

Saturday March 26th Began with strong wind from N. W. heading S. W. by W. at 2 P.M. were ship heading

1853 In the Gulf Stream

N. toward sunset the wind began to moderate quite fast, middle part wind constantly moderating at daylight a dead calm, at 7 A.M. a light air springs up from the Southwest made all sail during the forenoon keep freshening, took in royals, top gallant sails, flying jib and reefed the topsail, steering N.W. passed a bark under easy sail
 Distance to Block Island 244 miles N.W. Lat. by Obs. 38° 16' N.
 D: sailed last 24 hours 43 miles Long. " Chron 67° 58' W

Sunday March 27th Began with strong breeze from S.W. to W. S.W. during the afternoon constantly increasing double reefed the topsail, at 7 P.M. a gale of wind from S.W. furlled mainsail and foretopsail, having split the topsail whilst close reefing, middle part a gale of wind from S.W. with an awful sea running, during the night we struck three times by the sea, taking the bulwarks each time, half the bulwark on the larboard side being gone, also some on the starboard side, also stove the weight boat badly, one sea which struck her filled the maintopsail with water, wetting the sail up to the yard, it was the worst night we have experienced this voyage, toward morning moderate, remainder of the day light wind from W. N.W. heading N. the watch employed in unbenching the foretopsail and benching a new one
 Distance to Cuttyhunk 161 miles N.W. by N. Lat. by Obs 39° 13' N.
 D: run last 24 hours 74 miles Long. " Chron 68° 56' W

Monday March 28th Began with moderate wind from W. N.W. ship heading N. middle part wind hauls to N.W. tacked ship heading W. S.W. before

Homeward Bound Direct

morning hauly back again to the old quarter N.W.S.W.
were ship heading N. our old friend the bank still in
sight to leeward of us also several other craft
Distance to Cuddychunk 137 N.W. by N. Lat. by Ob. 39.30 N.
Sun left 24 hours 32 miles Long. " Chron 69.19 W.

Tuesday March 29th Began with our usual good
luck lately a head wind from W.N.W. heading N.
middle part wind light and baffling from N.W. to W.N.W.
tacking ship repeatedly, after part wind light from N.W.
ship heading W.S.W. this morning spoke the Schooner
Mattarony of Warren from Wiscasset, bound to Norfolk
two days out
Distance to Cutterhunk 105 miles N.W.W. Lat. by Ob. 39.45 N.
Sun left 24 hours 32 " Long. " Chron 70.13 W.

Wednesday March 30th Began with light winds
from W.N.W. heading N. and N. by W. spoke the pilot boat
Toby Willicent of New York, middle part a fair wind
and fresh breeze from S.W. steering N.W. by N. at 6 A.M.
made the land in either side of us being Block Island
on the one side and Montauk Point on the other, at
10 spoke a New London Pilot, not stopping sail along and
aloft steering N.E. by E $\frac{1}{2}$ E. directing our course for Cutterhunk
light, also kept firing for a pilot, at 1 P.M. (Civil time)
saw the pilot boat directly ahead, laying aback and
waiting for us to come up and take us in and they on
the voyage, having been one of those pleasant, agreeable voy-
which seldom fall to the lot of men, returning after a
absence of 32 $\frac{1}{2}$ months, with an extraordinary voyage, about
5000 barrels of oil, and all in the enjoyment of perfect health
more than they could not be asked for





